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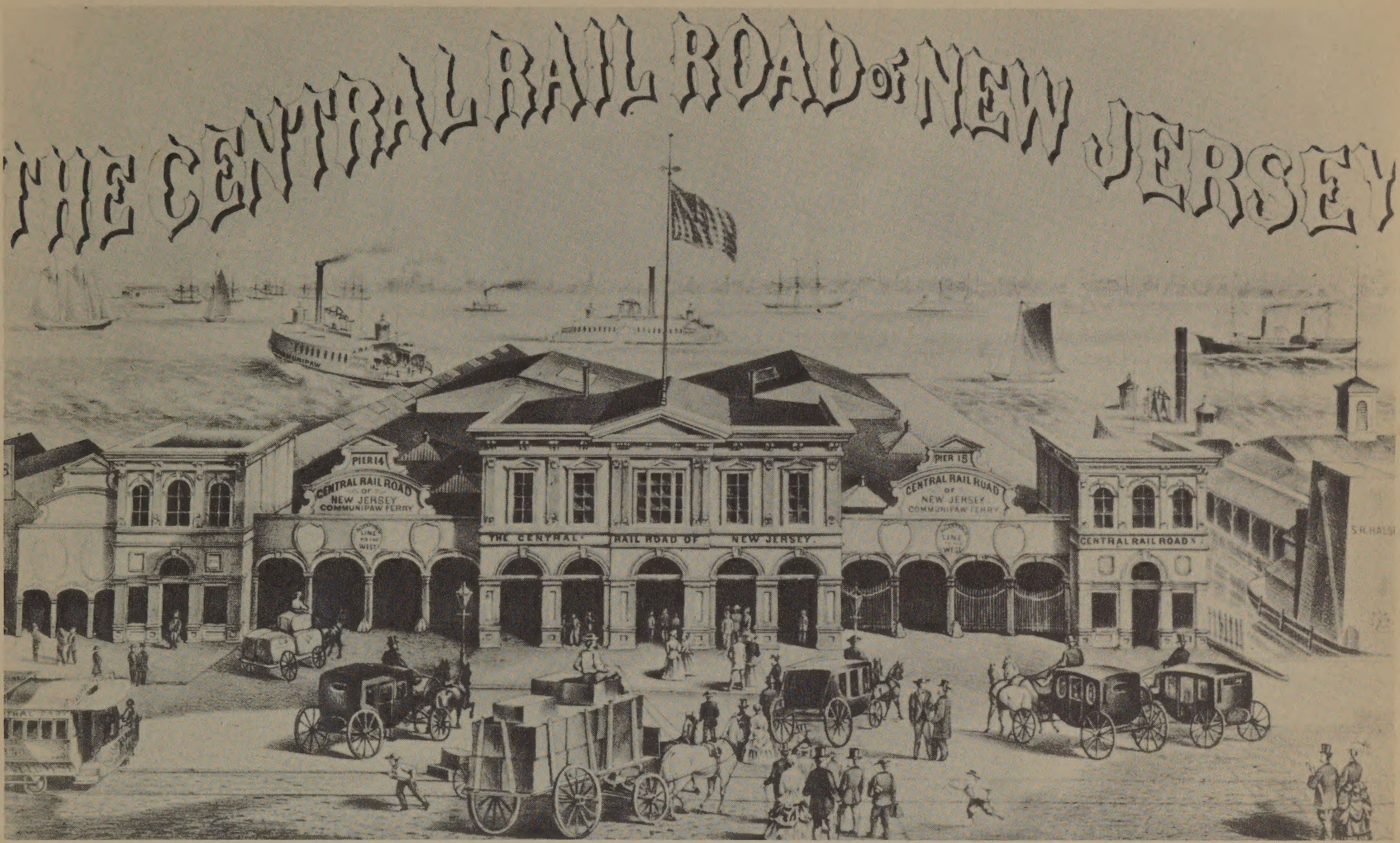
New Jersey Central

ALBUM

CRATER

THE CENTRAL RAIL ROAD OF NEW JERSEY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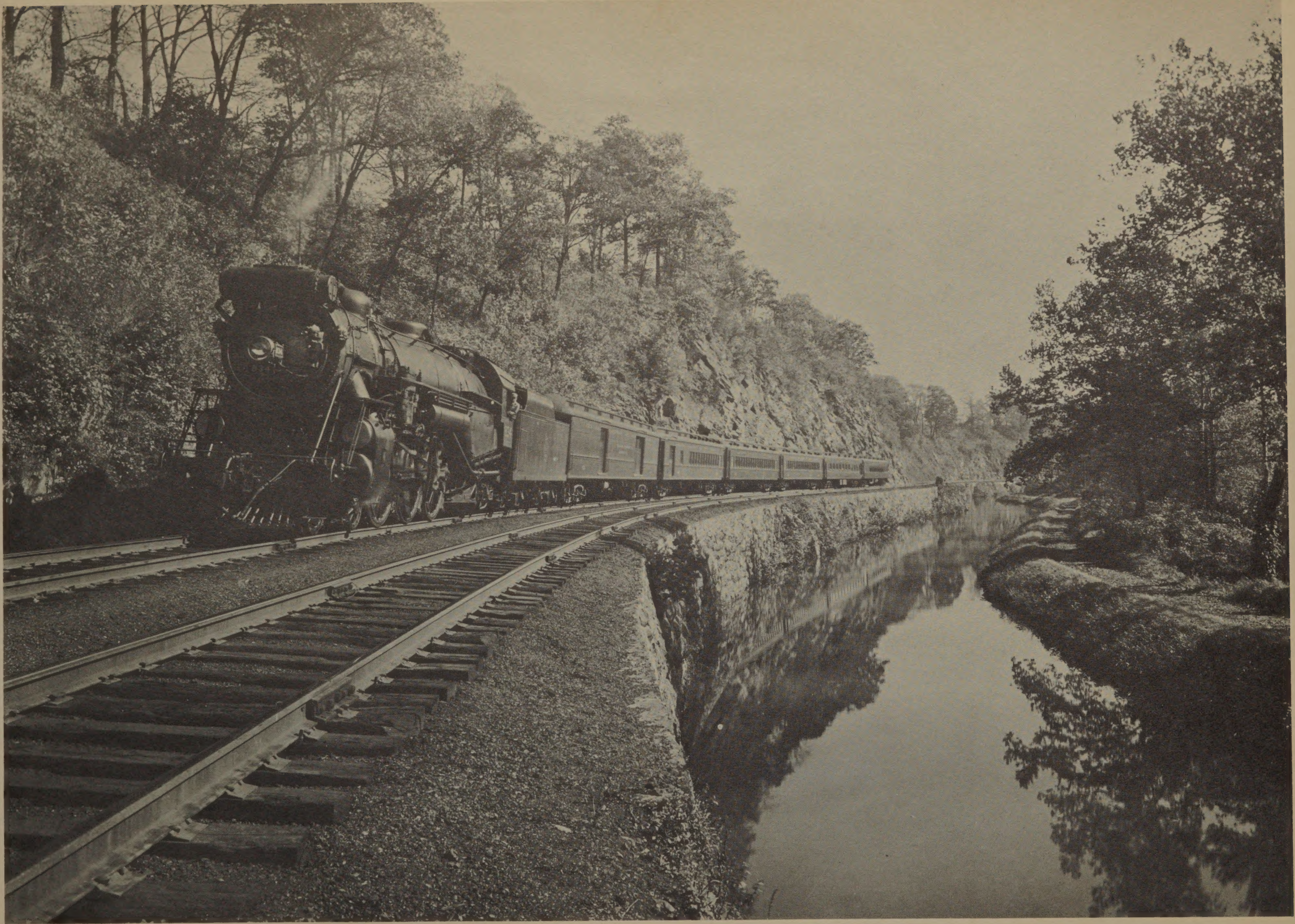
THE CENTRAL RAIL ROAD OF NEW JERSEY
CENTRAL RAIL ROAD
COMMUNIPAW

An album of Jersey Central photographs with history of construction and aquisition of its roads and lines, dedicated to the memory of Arthur E. Owen Jr. Nov. 27, 1909 — Oct. 15, 1960, whose research and collecting have made this book possible. My apprecation and thanks to Mrs. Arthur E. Owen Sr., who has made this material available to me.

Warren B. Crater, Locomotive Engineer, C.R.R. of N. J.

Published by Warren B Crater, 270 W. Colfax Ave., Roselle Park, N. J., 1963.



The Harrisburg Special near Freemansburg, along the Lehigh Canal, in 1932. Consist included a Cafe Car and Pullman Parlor Car. C.N.J

NEW JERSEY CENTRAL ALBUM

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Draw Spans of the old 'Bay Bridge'. **From an old postcard.**

PREFACE

Comment, criticism and suggestions offered by readers of *Locomotives of the Jersey Central*, published in 1957, indicated their wishes that future publications of Jersey Central material contain (1) more and larger photgraphs, illustrating in wider scope various aspects of property and equipment; (2) some background as to the formation and building of the railroad; and (3) a summation of the operations and services it performs.

I am indeed grateful for these suggestions, and in this work have attempted to comply with them as fully as possible — within the limits of available material and my own ability to do so.

To those who suggested that the complete story of the Jersey Central be told and illustrated without presenting an involved and deailed hisory, I can only say that while I appreciate the confidence this implies, such a work would require more time than I will have available. It would also, of course, represent in large measure a repetition of several previously-published partial histories of the railroad.

W.B.C.

FOREWORD

It would seem strange indeed if students of the Jersey Central — the casual as well as the serious-minded — do not welcome with special interest this sequel to "Locomotives of the Jersey Central" (a chronology of the development of Jersey Central motive power together with an engine-by-engine documentation of every locomotive owned by the railroad from its inception to date) co-authored six years ago by Mr. Crater along with the late Arthur E. Owen, Jr.

Mr. Crater, using much of the material researched and made available by Mr. Owen, is to be congratulated on producing this latest historical documentative of the Jersey Central, describing its evolution and its services down through the years. Mr. Crater also will receive, I am sure, readers' thanks for illustrating this volume with so many photographs of the railroad's motive power, other equipment and facilities, both by-gone and current.

P. M. Shoemaker

SECTION 1: TRAINS AND SERVICES OF THE JERSEY CENTRAL

As the tiny Elizabethtown and Somerville became the Central of New Jersey and extended its lines by construction and acquisition, so did its operations and services develop. Arrangements with other roads made it the tidewater outlet in the New York Harbor for these roads. Thus became a terminal road early in its existence, a status it maintains.

During the great railroad building years of the late 1800's, some of the connecting lines built and acquired their own parallel roads to tidewater. The CNJ leased the Lehigh and Susquehanna ,thus securing its own entry to the anthracite fields of eastern Pennsylvania.

These changes altered the traffic pattern from time to time, and immediate results of some of them nearly produced financial disaster. However, new connections were made and the Jersey Central remains today, furnishing entry to New York for the Reading and the Baltimore and Ohio railroads. It also forms part of the so-called 'inside' route between the Mid-west and New England. It is also part of one important route between the Delaware Valley and the Great Lakes. A large local service is also performed in its own territory.

Commuting service is a large and costly item of local operation. There are current prospects for easing this financial burden by establishing new connections and improving the service; we sincerely hope that some feasible long-term plan will be put in operation in a reasonably short time.

Passenger trains, being more colorful, are more noticeable and generally better known. Freight trains follow a similar pattern except that their cars have to be switched from train to train at junctions, whereas the passenger himself may walk from car to car, even at places where no track connection exists. The switching of freight takes place in yards which are not generally accessible to public view, Consequently, few other than persons directly involved, know the details of freight car classification and interchange.

The first recorded instance of Jersey Central through-car service began in 1848 when connection was made at Elizabeth with the New Jersey Railroad (now PRR). Connection was made at Phillipsburg with the Lehigh Valley RR in 1855 which permitted through trains to run between Elizabethport and Mauch Chunk. The DL&W connection at Hampton, made in 1857, permitted coal in Lackawanna cars to move to Elizabethport.

Next came the first through route from New York to the West. Through trains ran via the New Jersey RR to Elizabeth; Jersey Central to Phillipsburg; Lehigh Valley to Allentown; Allentown Road (Rdg) to Harrisburg; Pennsylvania to Pittsburgh.

Connection at Elizabeth was discontinued when Jersey Central road to Jersey City was opened in 1864. The Lehigh Valley connection gave way to its own Easton and Amboy RR in 1875. The DL&W leased the Morris & Essex and in 1871 Hampton was reduced to a branch line junction point with diversion of coal to that line at Washington, N. J.

Quite obviously the Allentown route to the West became obsolete when in 1871 the Pennsylvania RR made its entry into New York by leasing the New Jersey RR and the Camden & Amboy RR. However, the service to Harrisburg continues today, though much curtailed. The Queen of the Valley and Harrisburg Special made this route famous for half a century. The Queen still runs — but minus its glamour, which included a parlor and cafe car.

When the Philadelphia & Reading acquired the Delaware & Bound Brook RR in 1879, connecting trains met at Bound Brook, furnishing service between New York and Philadelphia. Later, a joint through-train service was established in direct competition with the Pennsylvania RR. The ensuing rivalry brought forth a speed contest which ran nip and tuck for a number of years. High speed American — and Atlantic-type locomotives and the finest cars ran on the fastest schedules. Parlor and cafe cars were used on the hourly day trains, and the night train had a sleeper. This today is little more than a commuter and mail service.

Baltimore & Ohio passenger trains also ran over this route, starting in 1881 or earlier, using trackage of the Philadelphia, Wilmington & Baltimore (now PRR). After completion of its own road through Baltimore and to Philadelphia, the famous Royal Blue trains began running July 31, 1890, power and equipment being furnished by the three railroads.

This service, with changes in operating arrangements between the participants, continued until April, 1958, except from 1918 to 1926 when B&O trains ran to Penn Station in New York via Lehigh Valley RR from Bound Brook. Thus, commencing with de luxe equipment and ending with Diesel streamliners, it had used standard equipment in the interim.

The Scranton Flyers ran between Philadelphia and Scranton as a joint service via connection with the Reading at Bethlehem. They also made a crosstown hack connection with the Lackawanna at Scranton. A night counterpart, called 'The Mail', transferred the equipment, including a Philadelphia-Utica sleeper, with the Lackawanna at Taylor. The latter is the only remaining train in this service and the only passenger train to Wilkes-Barre, where its arrival and departure times in the wee hours are hardly an inducement to a sizeable patronage. (See note page 65)

The once extensive mainline local service is still running between New York and Allentown, including what is left of the 'Queen', and a commuters run with RDC cars.

Commuter trains are still very much in evidence east of Raritan, with two runs extending to Hampton in addition to the Allentown trip. The same may be said for service between New York and points on the New York and Long Branch RR.

Nearly all of the branch lines had passenger service until recent years. Today, shuttle service is run between Elizabethport and Newark and between Matawan and Atlantic Highlands. Through trains are run at commuting times on these branches and to Kearny over what remains of the Newark and New York branch.

The Raritan and Delaware Bay RR ran a New York-Philadelphia service. New York to Port Monmouth was by water and Atco to Camden was over the Camden and Atlantic RR with its ferry to Philadelphia. When this road became the New Jersey Southern, service was extended to Bridgton. Although there is no documentary evidence to prove the claim, I am sure that this service extended across the Dlaware River by boat. Old timetables indicate a passenger service on the Baltimore and Delaware Bay RR when it was operated by the

NJS. After completion of the NY&LB and acquisition by CNJ of the NJS, trains ran through between Jersey City and Atlantic City. These were re-equipped in 1929 with the first modern de luxe coaches and named 'The Blue Comet'. This may truly be considered the forerunner of the streamliners. These trains ran over Atlantic City RR track between Winslow Junction and Atlantic City.

'The Bullet' was another de luxe train of that era, running between New York and Wilkes Barre. 'The Williamsporter' was a through mail and sleeper train from New York to Williamsport via the Reading from Tamaqua. 'The Mermaid' was an earlier name-train which ran between Point Pleasant and Scranton during a few summers before and after World War I.

Being one of the anthracite roads, the Jersey Central was prominent in that trade during its early operations. With the Lackawanna connection at Hampton and the Lehigh Valley at Phillipsburg, a large tonnage was hauled to tidewater and consumers in the local towns en route. A general freight business was simultaneously but more slowly developing. As participant in the early development of the through routes to the West, the beginnings were made for today's interchanges and routes.

When the connecting roads secured their own lines to tidewater, the Jersey Central leased its own line into the anthracite fields, thus securing its connections with other roads. Today, with anthracite nearly out of the picture, the general freight traffic is the road's life-blood.

The New Jersey Southern traffic at first consisted of farm produce and fish. Potato trains ran from Freehold and other points, and oyster trains ran from the shores of Delaware Bay. Sand trains ran from the sand pits of South Jersey. Iron mines located on the High Bridge Branch and its connection required ore trains. The through freight on that branch is still called 'The Ore Train' although little of its tonnage is ore. Cement from the Allentown region has long been a heavy tonnage item. At first it was bagged and shipped in box cars. Covered hopper cars have been provided by the railroad, which permit bulk shipment. These are also used for some kinds of ore, sand and other commodities which can be shipped in bulk but need protection.

The New York terminal on the Jersey side of the Hudson River makes a marine operation necessary. This was at first accomplished by transferring freight as well as passengers. Car floats were provided as early as 1867. These have been developed to move carloads directly to New York piers and to terminals which permit further rail movement in and beyond New York and Long Island.

Carfloat service is now a part of the fast freight schedule. The float yard and its supporting yards are busy places during late afternoon and evening as the fast freight cars are pulled from the floats and assembled into trains. This is the New York end of the B&O 'Time Saver' and other fast freight services in which the Jersey Central participates. Most of this B&O freight was formerly handled on Staten Island by the Staten Island Rapid Transit RR, connecting with CNJ at Cranford. As time became a recognized element in the early 1930's, the terminal work was transferred to Jersey City. Only that freight to and from the Island and Island piers now moves on the SIRT.

Most of this fast freight goes to the Reading at Bound Brook. Some goes CNJ to Allentown, then Reading and Western Maryland, thus by-passing Philadelphia and Baltimore. This 'inside' route is also used for freight between the Midwest and New England. From Allentown two routes to New England are used: (1) CNJ to Easton, Lehigh & Hudson River RR to Maybrook and the New Haven RR's Poughkeepsie Bridge Route; (2) CNJ to Wilkes-Barre, Delaware & Hudson RR to Schenectady and Boston & Maine RR. The D&H also reaches Montreal and its connections to eastern Canada. Then too, Philadelphia is connected to these New England gateways via the Reading to Allentown. The Jersey Central's Allentown yard is a focal point in the expeditious movement of all these services.

A sizeable tonnage of bituminous coal comes to Allentown over this 'inside' route for movement to Jersey City. Facilities are used at Pier 18 which lift the cars and dump the coal directly into ships and barges for movement in New York Harbor.

While serving industries in the Dover area, the High Bridge branch and Wharton & Northern RR connects with the Susquehanna RR at Green Pond Junction, by which the CNJ and its other connections reach the Seatrain terminal at Weehawken.

In addition to the through train services, individual cars are also interchanged at those transfer points. Many other interchanges are operated with other roads. The principal ones are:

West Shore (NYC) from Jersey City via a branch of LVRR;

PRR and LVRR at Newark;

Rahway Valley RR at Aldene;

SIRT at Cranford;

Reading at Bound Brook;

DL&W, LVRR, PRR and L&HR at Phillipsburg;

Reading, L&NE and Philadelphia, Bethlehem & New England at Bethlehem;

Reading at Allentown;

Ironton RR at Catasauqua;

Northampton & Bath at Northampton;

Chestnut Ridge RR at Palmerton;

L&NE at Hauto;

Reading at Haucks and Tamanend;

LVRR, PRR, D&H and Erie in the Wilkes-Barre Ashley area;

DL&W at Taylor;

LVRR at Perth Amboy;

PRR and Raritan River at South Amboy;

Penn-Reading Seashore Lines at Winslow Jct. and Bridgeton Jct.

In connection with the fast freight a piggyback service is operated. This is in two physical forms, one of which is called 'Tofcee' (trailer on flat car). In this system truck trailers are run onto flat cars and tied down. Under the other method, known as 'Trailer Train', truck bodies are lifted from their chassis and placed on flat cars. Some bridge clearances have been increased to permit passage of these higher loads.

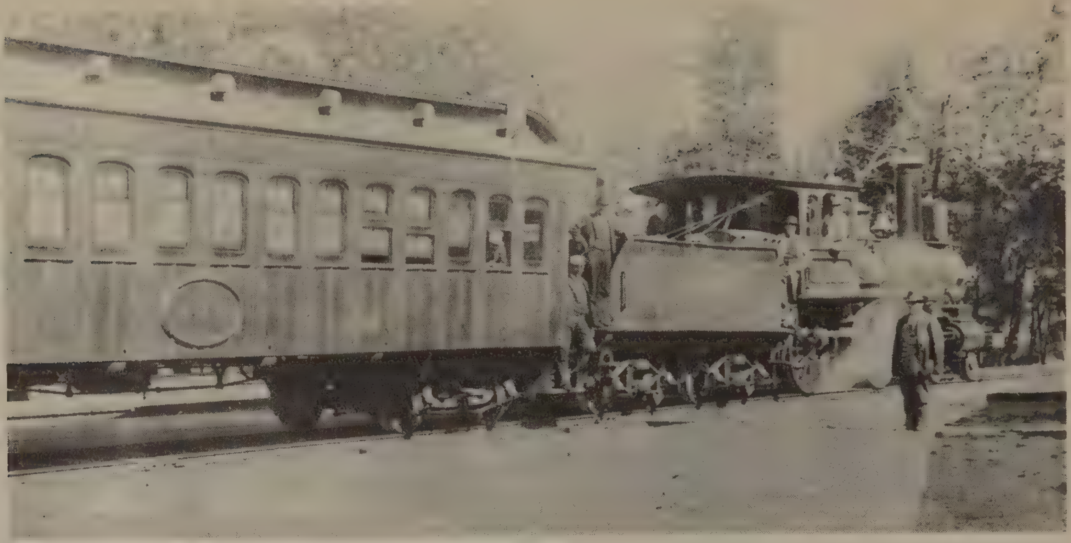
The old 'Wreck Train' in action. Todays' counterpart is called 'Service Train.' **From an old print.**

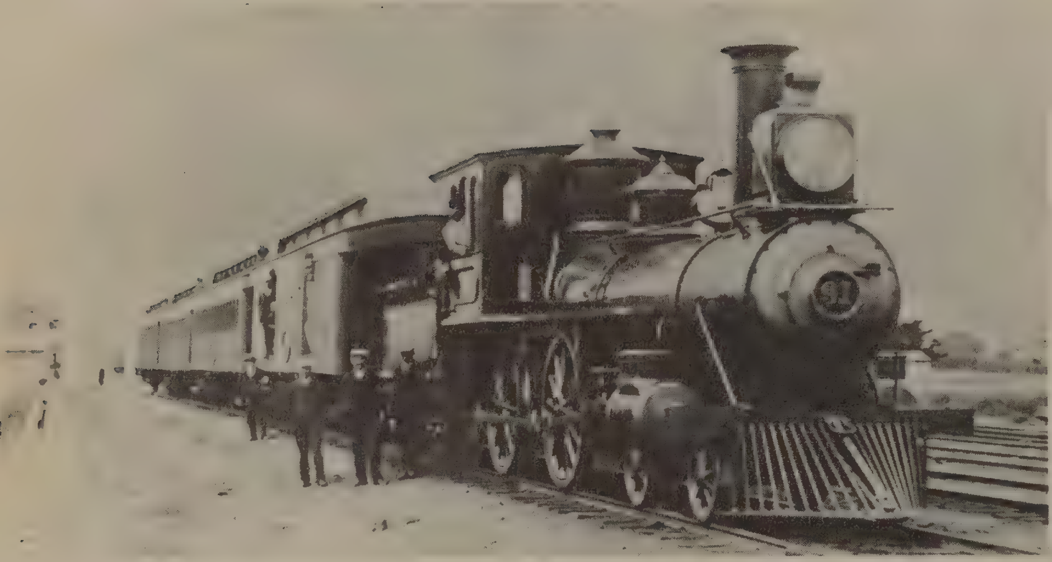
A "Royal Blue Train" in 1899 with CRR of NJ Engine 585 and original Royal Blue Cars. **J.S. Powell.**

The Pay Train in 1896.

When wages were paid in cash, each employee received his monthly pay from the paymaster personally in this car as it visited his work location. Pay checks made this method obsolete by 1925. **C.N.J.**

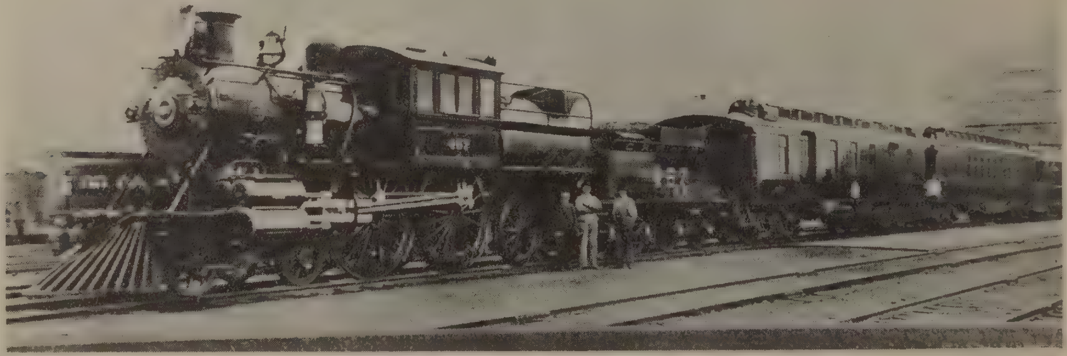
Branch Line Passenger Train at Lake Hopatcong about 1890.

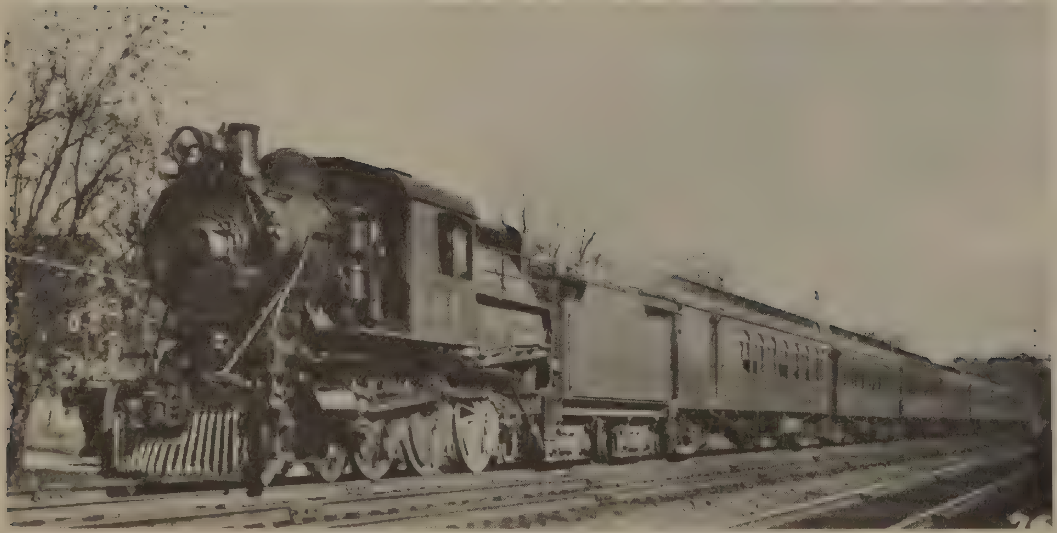




Passenger Train at Sea Girt in the 1890's. H. W. Smith.

Special Train ready to leave the old Jersey City Terminal in the 1890's. C.N.J.

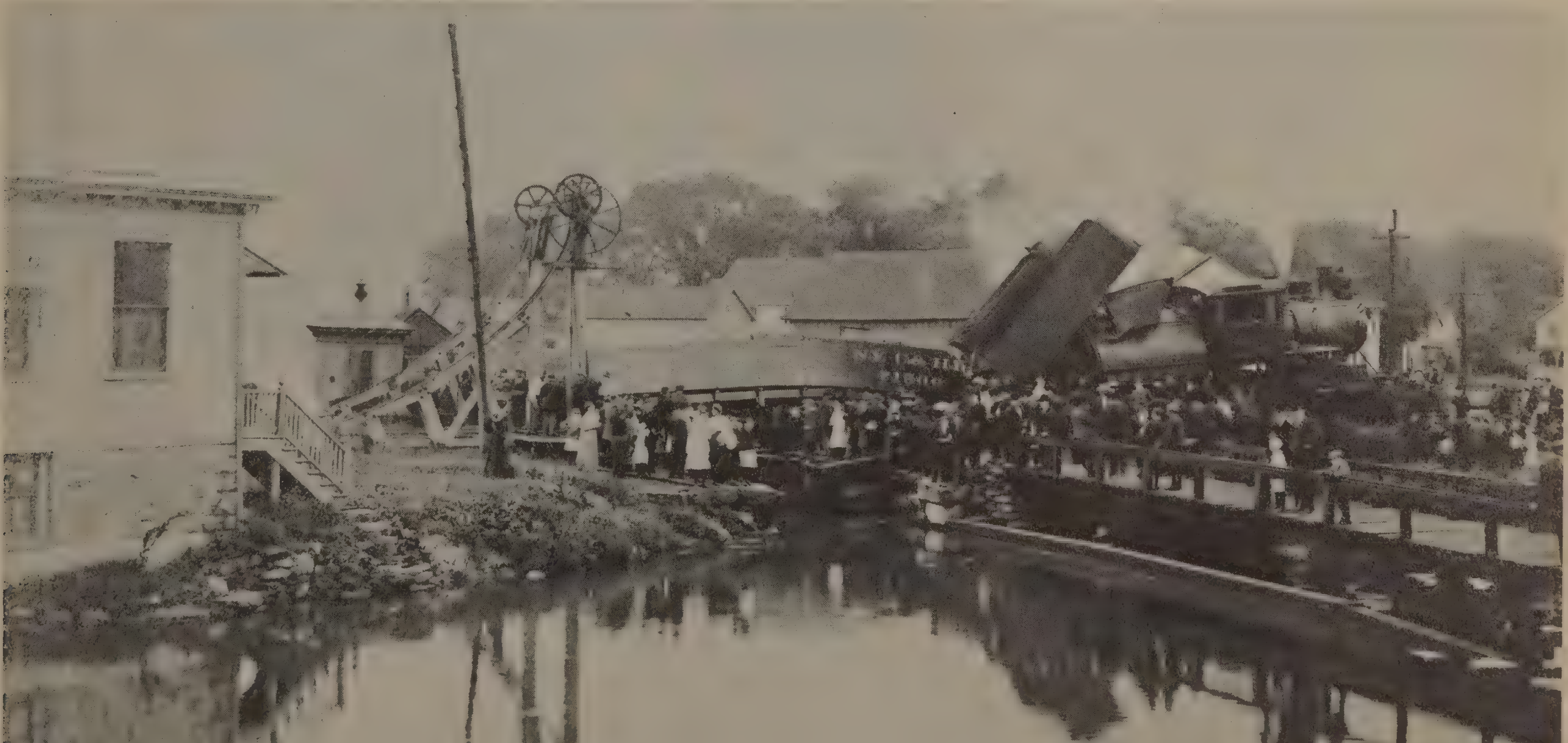




Commuter Train near El Mora Ave. in 1920. C.B.C.

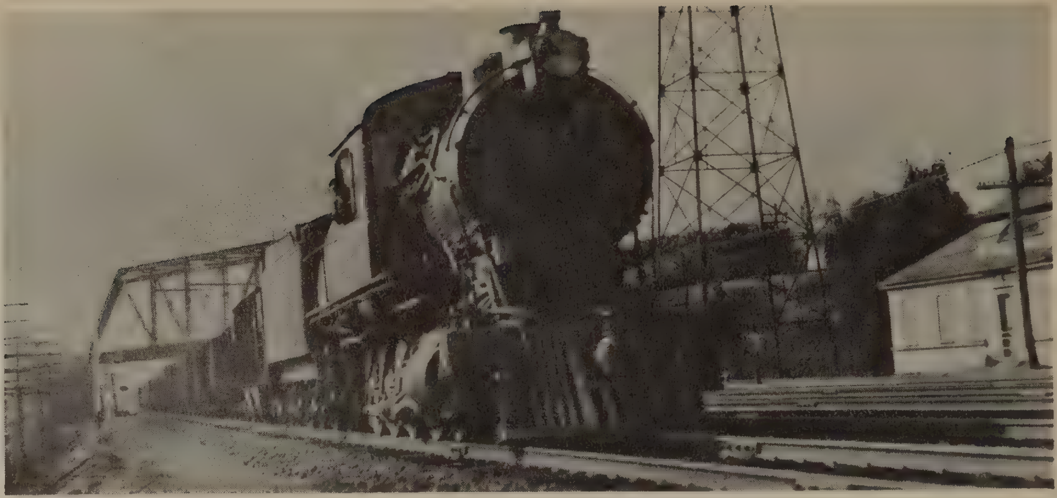
Excursion Trains at Lake Hopatcong in 1911. C.B.C.

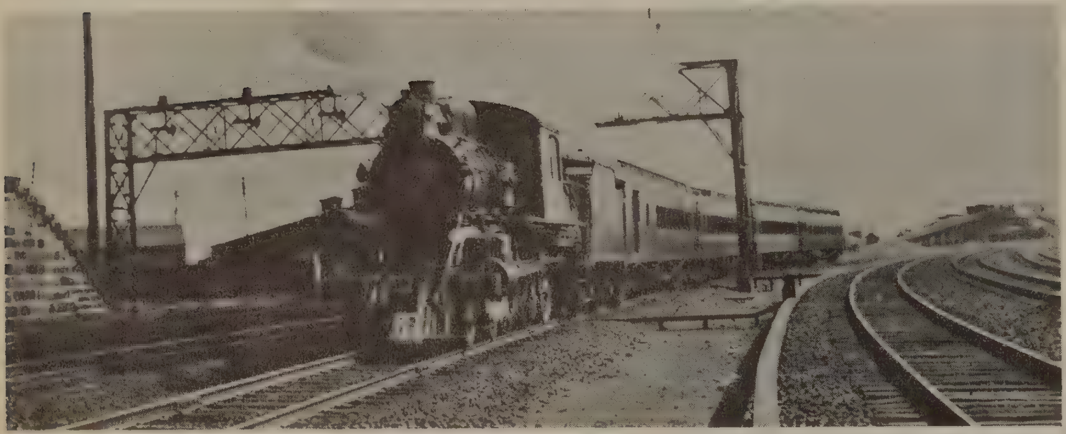
Suburban Train at Grant Ave., Plainfield, in the early 1900's. A.E.O.



Wreck in 1905 when the "Ore Train" crossed the "Morris Canal" while the draw was open.

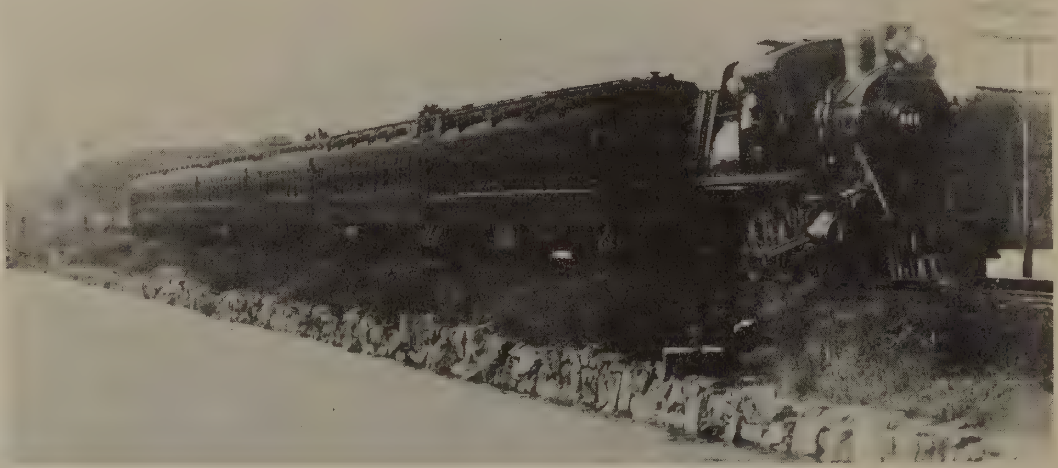
Coal Train passing Aldene in 1916. Old depot became Marconi Radio Transatlantic Station. C.B.C.

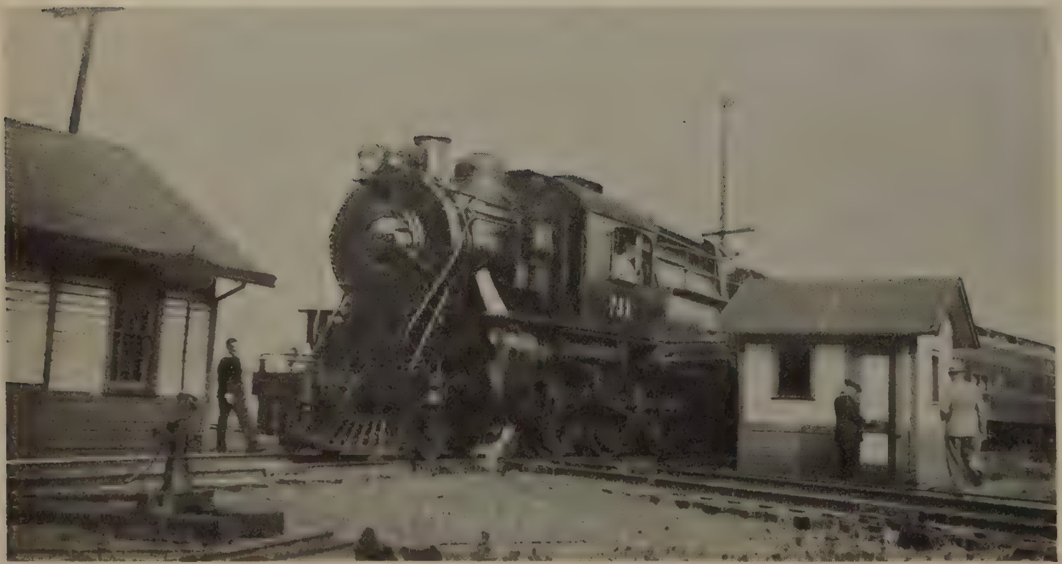




Philadelphia Flyer on Communipaw Curve in 1912. C.B.C.

Commuter Express with Parlor Club Cars about 1912.





Railfan Special on the Ogden Mine Branch in 1948. W.B.C.

Fast Freight Train in 1916. C.B.C.

Commuter Train at Aldene in 1932. W.B.C.

Interstate Special in 1912. Later became "The National Limited." C.B.C.

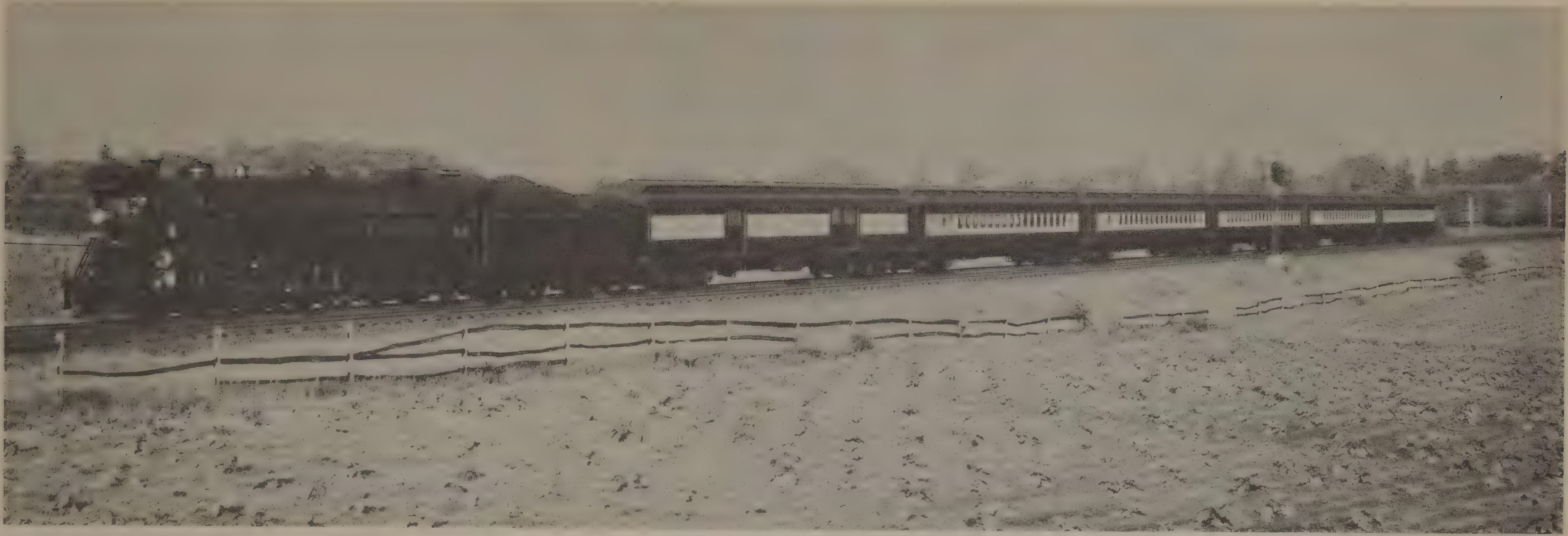
Railfan Special on the Wharton and Northern RR. W.B.C.

Philadelphia Flyer leaving Jersey City in 1930. C.N.J.

Mikado Engine with nearly a mile of coal train at Lehigh Gap. From L&NERR Bridge. C.N.J.

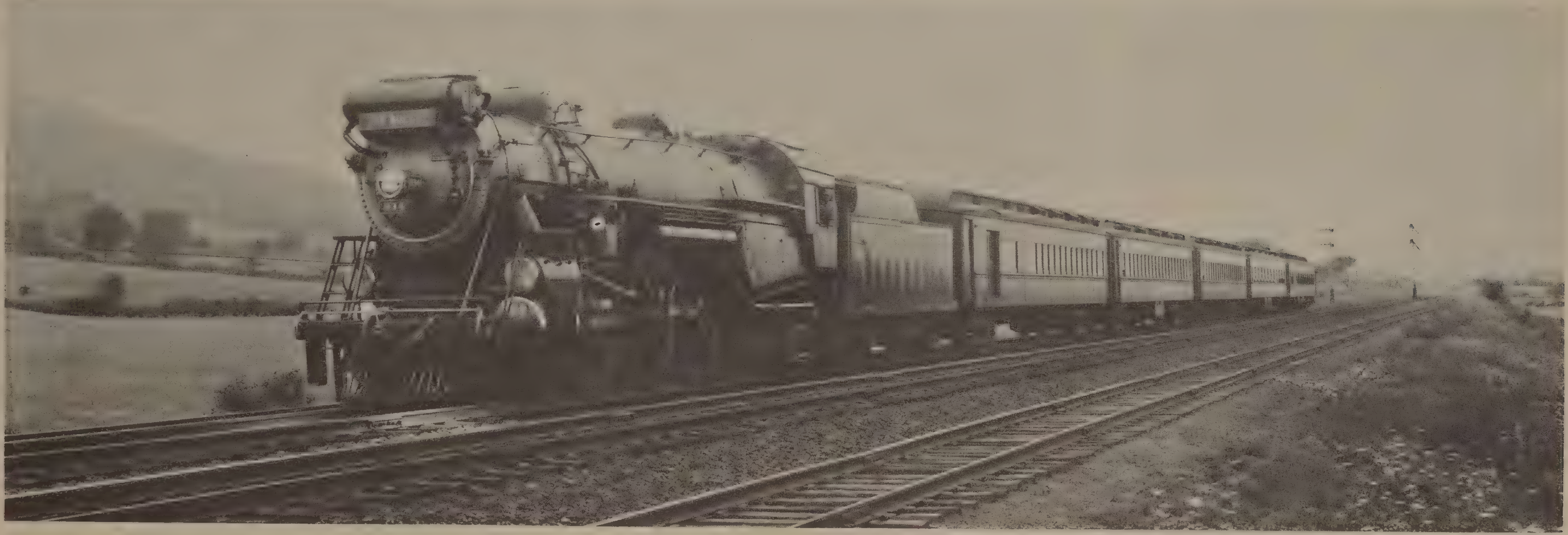
Diesel in the Lehigh River Gorge with coal for the New England States. W.B.C.

Budd Rail Diesel Cars (RDC)) in local service. A.Q.V.



The Blue Comet.

C.N.J.



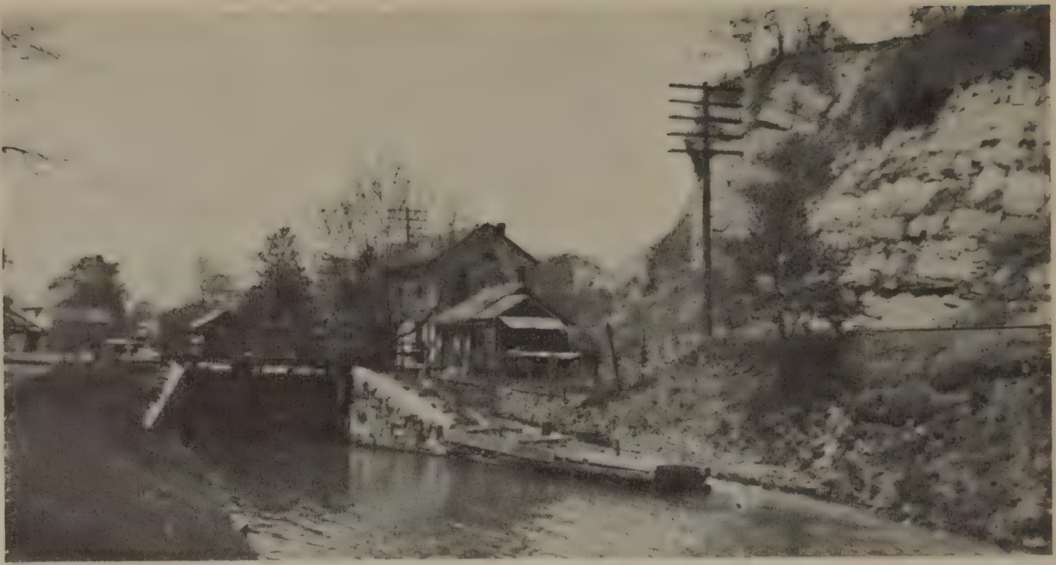
The Bullet

C.N.J.

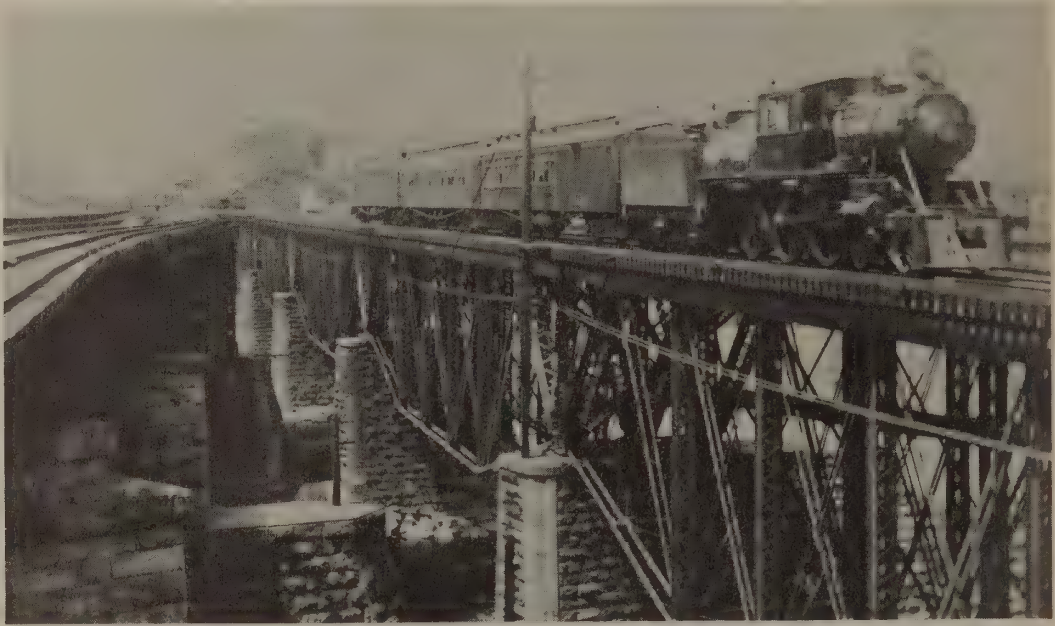
Look, if you will, at the land on which we live and imagine, if you can, how it was and still would be if uninhabited and left entirely to nature. Then, in your mind, place people on the land with the ambition and ingenuity to meet their needs and add to their comforts and ease. Community-living lessened individual independence and developed mutual dependence. This has developed individuals as specialists in trades and other commercial achievements who furnish one commodity for the needs of many people. Along with this kind of progress came the need for transportation. Roads, such as they were, were quite inadequate. An early improvement was found in the canals, which permitted a slow movement of goods when ice did not prevent their use.

The first real answer to the transportation problem was found in the railroads, which came into being well over one hundred years ago. The Jersey Central is one of the centenarians, and as such had a primitive and colorful beginning.

Unfortunately, photography did not come into general use until the railroads were well established and artists were, at first, attracted only by the locomotives. Therefore, illustrations of early railroad facilities are rare.

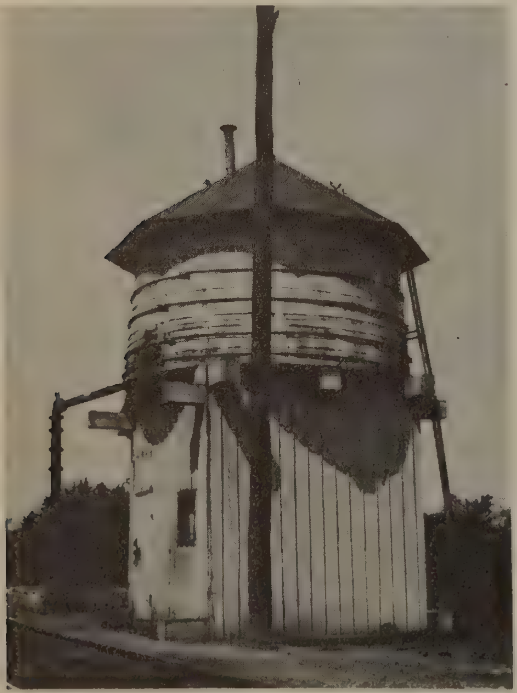


Lock of the Lehigh Canal at Freemansburg in 1924. W.B.C.

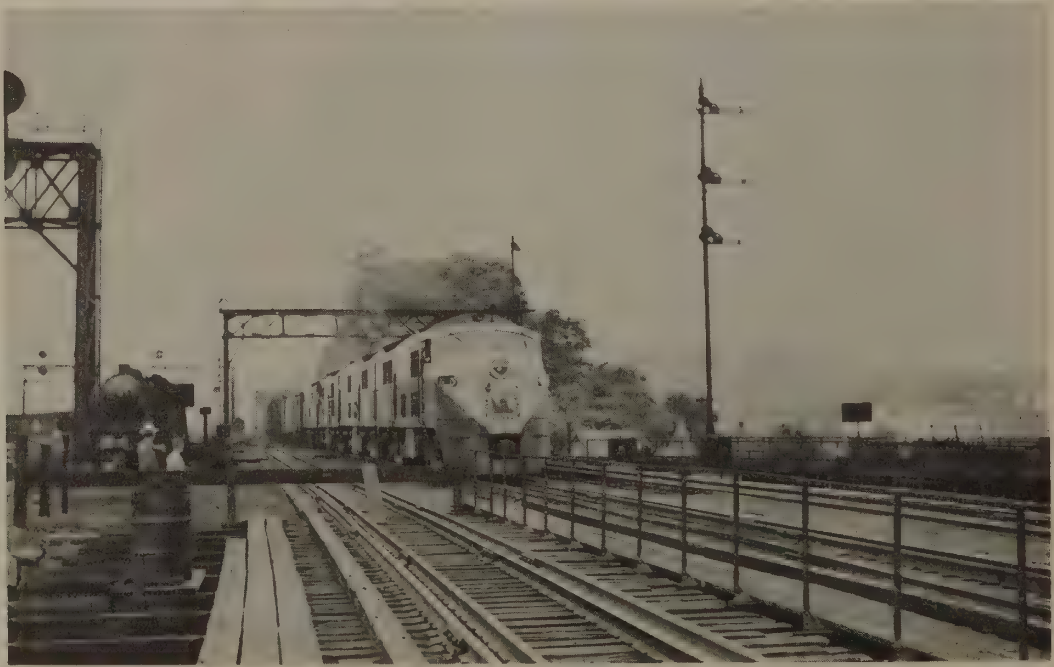


Delaware River Bridge connected the Central and L&S Divisions. When present bridge was completed in 1920 the old bridge became an auxiliary, carrying Track 3, of limited capacity.

Photo shows "The Queen of the Valley" in 1905. J. S. Powell.

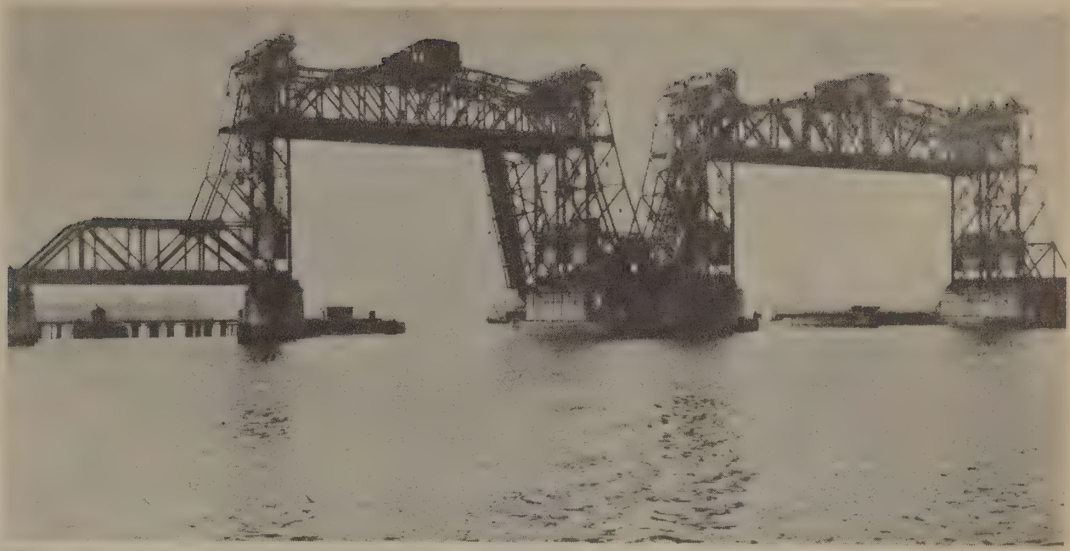


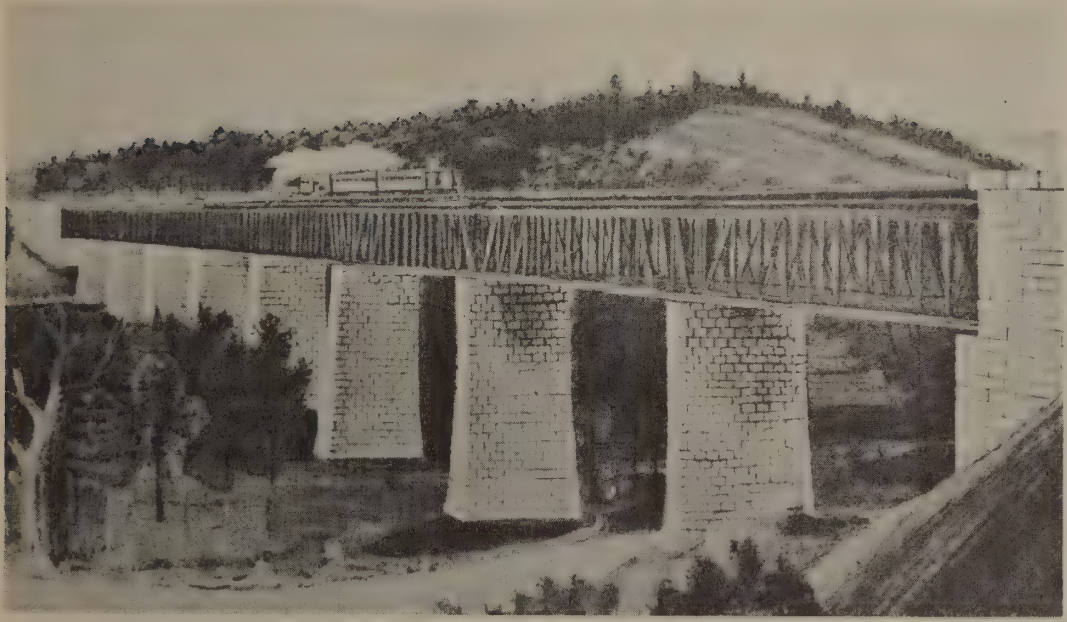
Steam locomotives stopped for water frequently at trackside tanks, such as this one at Hopatcong Junction.
W.B.C.



Freight Diesel on the Delaware River Bridge in 1949. Track 3 is to be removed and the old bridge torn down. A.Q.V.

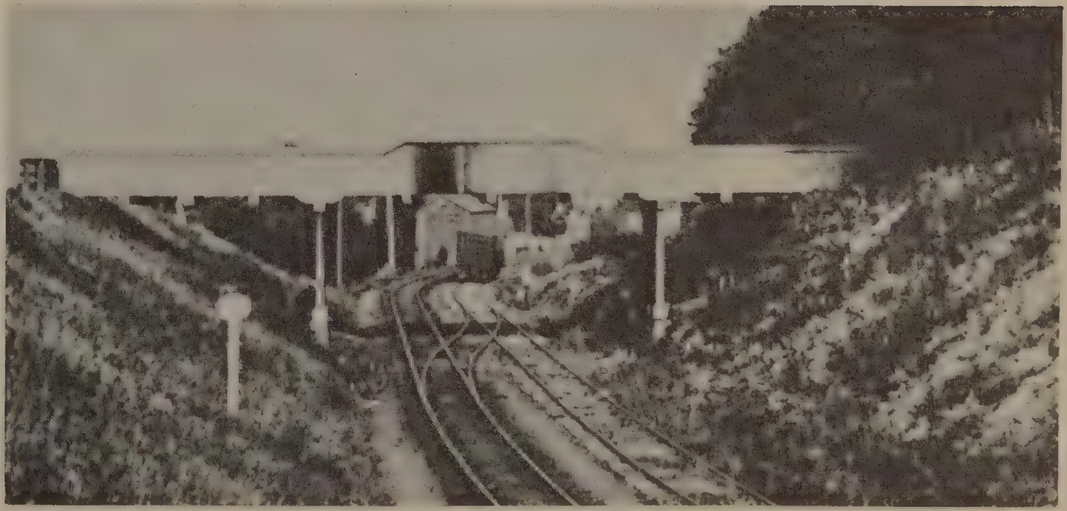
Newark Bay Bridge after completion in 1926. Old bridge had been abandoned but not removed.
From an old post card.

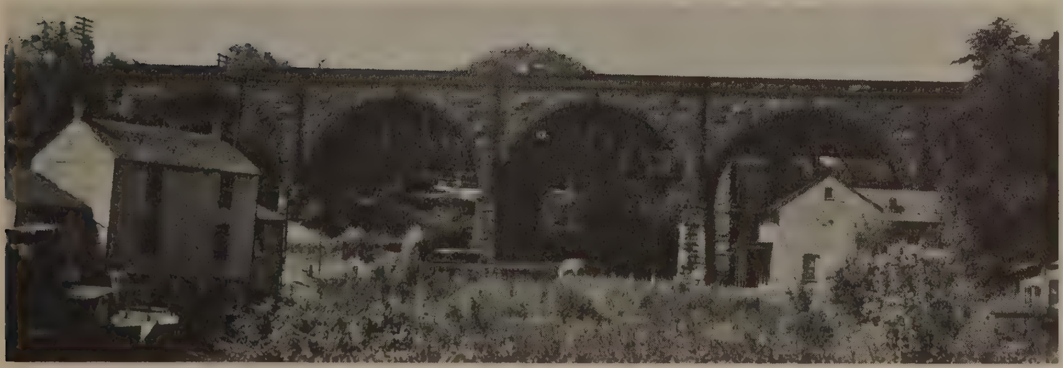




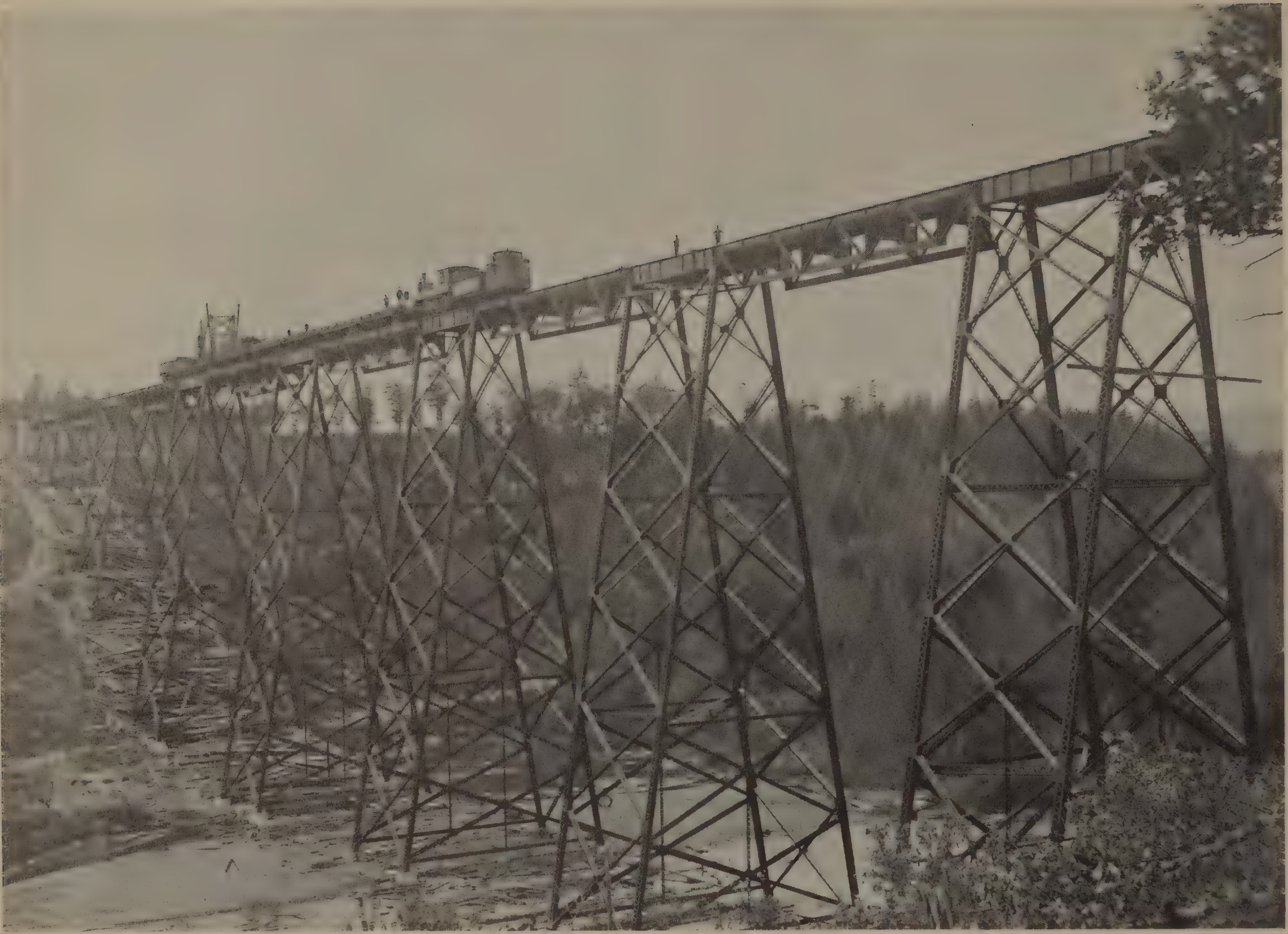
High Bridge, from which the town's name evolved. from an old print.

Much has been published of covered wooden bridges. The Jersey Central had its own version of this feature in which only the trusses were covered. The one illustrated carried Thomas Street, High Bridge over the branch track. From an old post card.

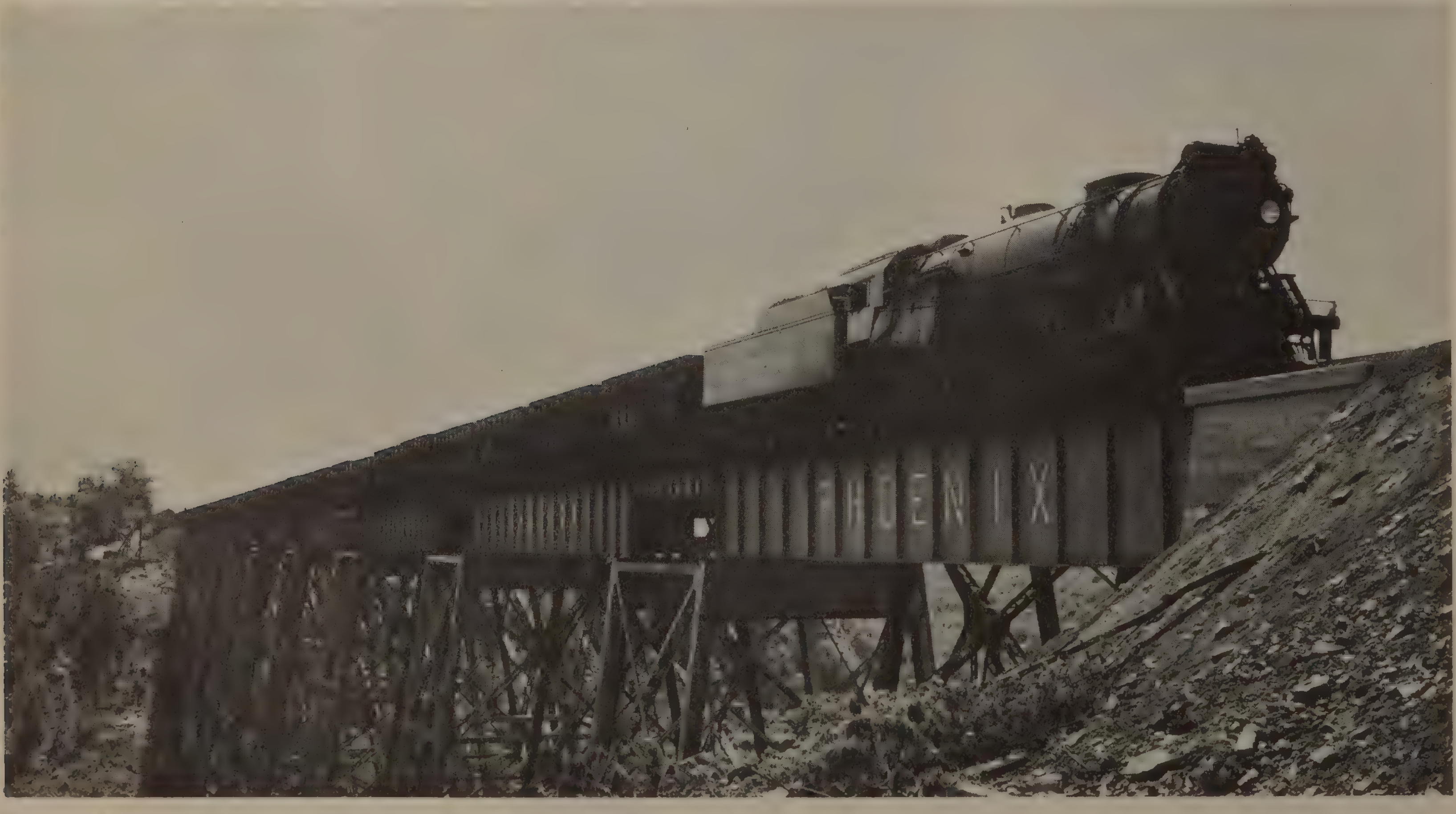




Stone arches of Green's Bridge are typical of construction during the 1880's and 90's. W.B.C.

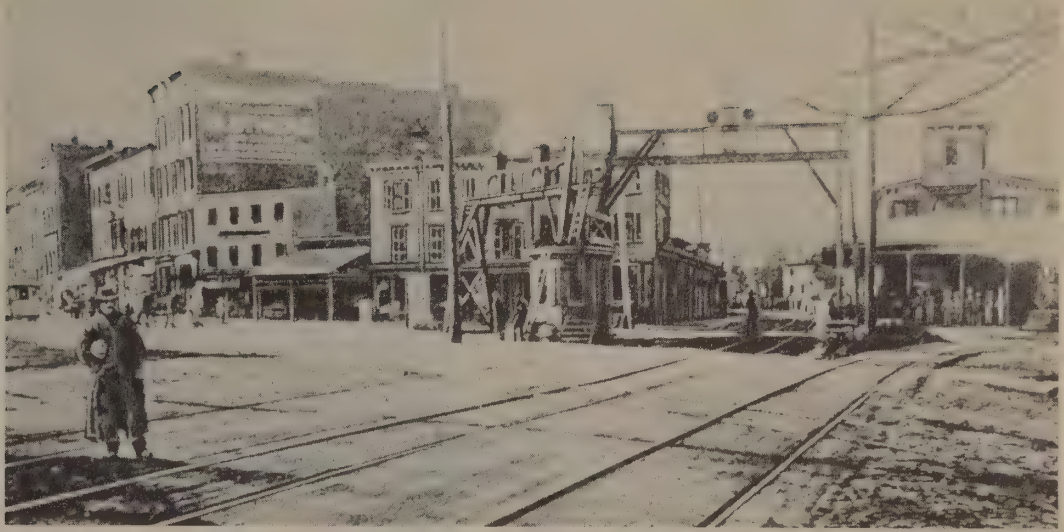


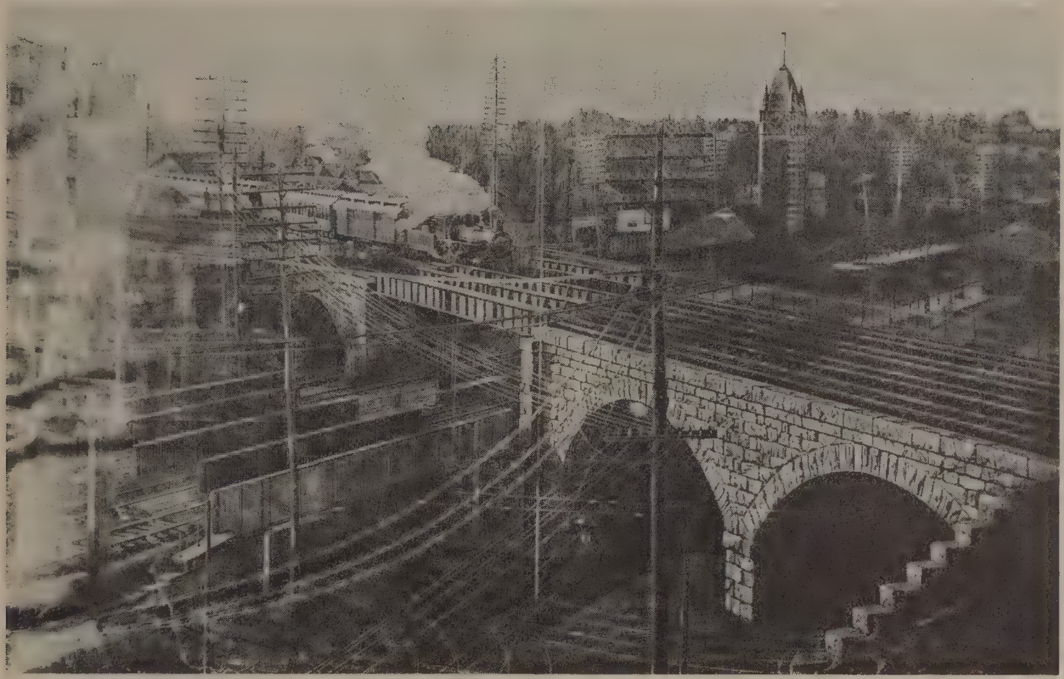
Old Hometown Bridge. The only available photo showing a four-wheeled caboose. C.N.J.



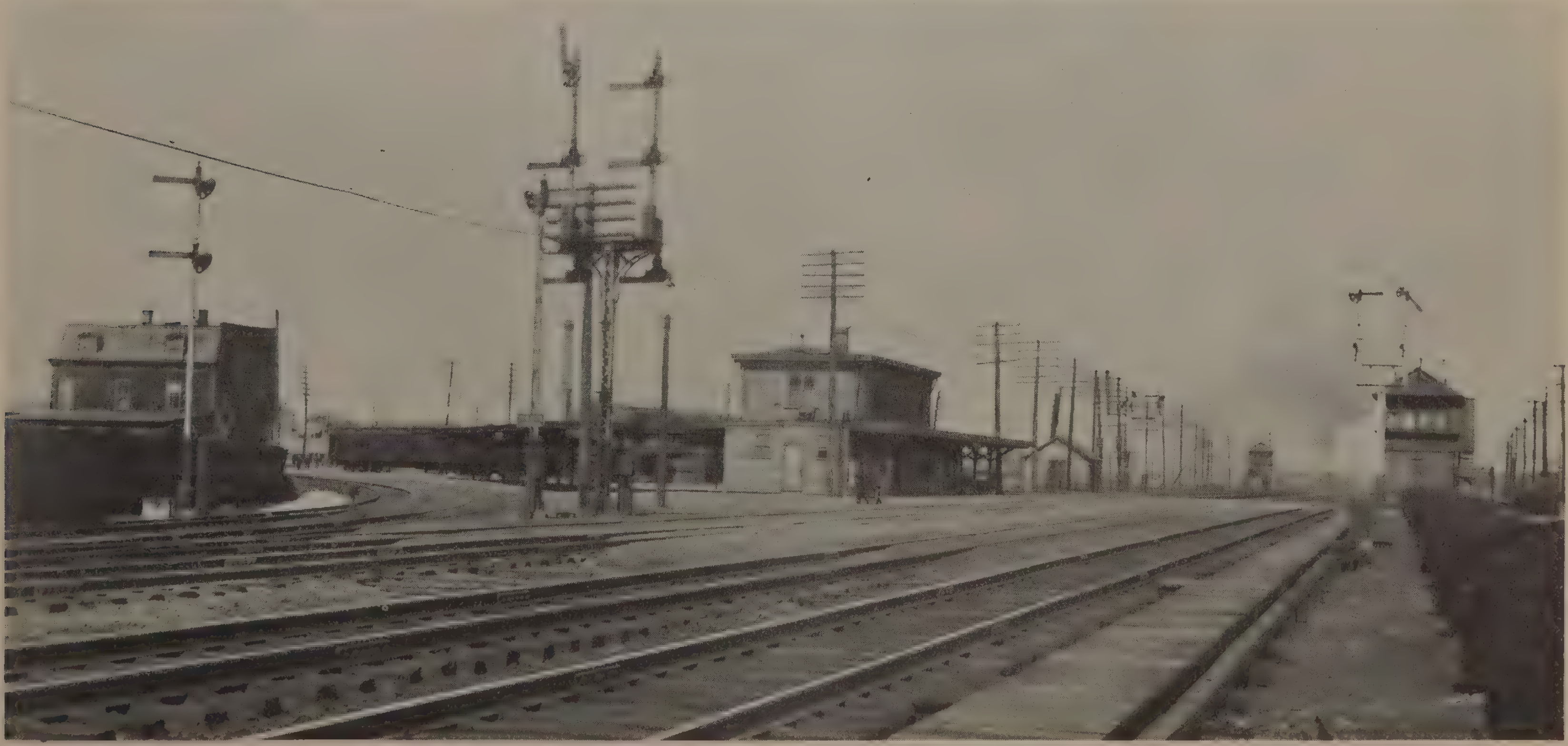
First train over the new Hometown Bridge, July 24, 1931. C.N.J.

CRR-PRR Station at Elizabeth in 1889, approximately on present level of CNJ track. From an old print.



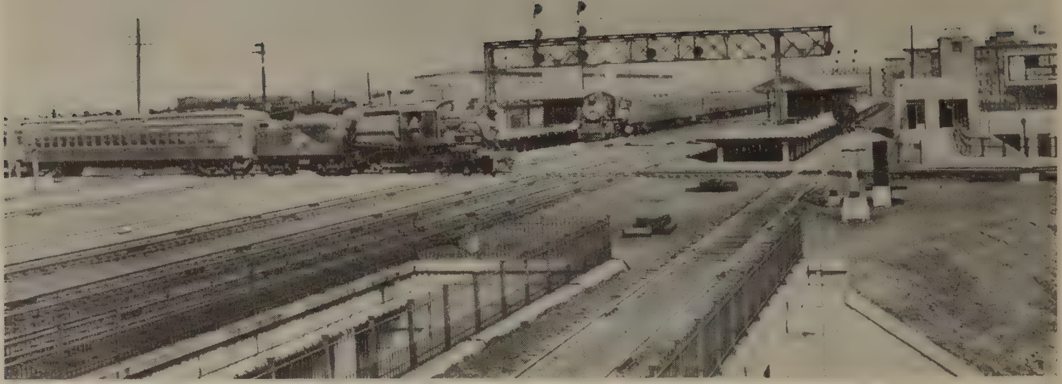


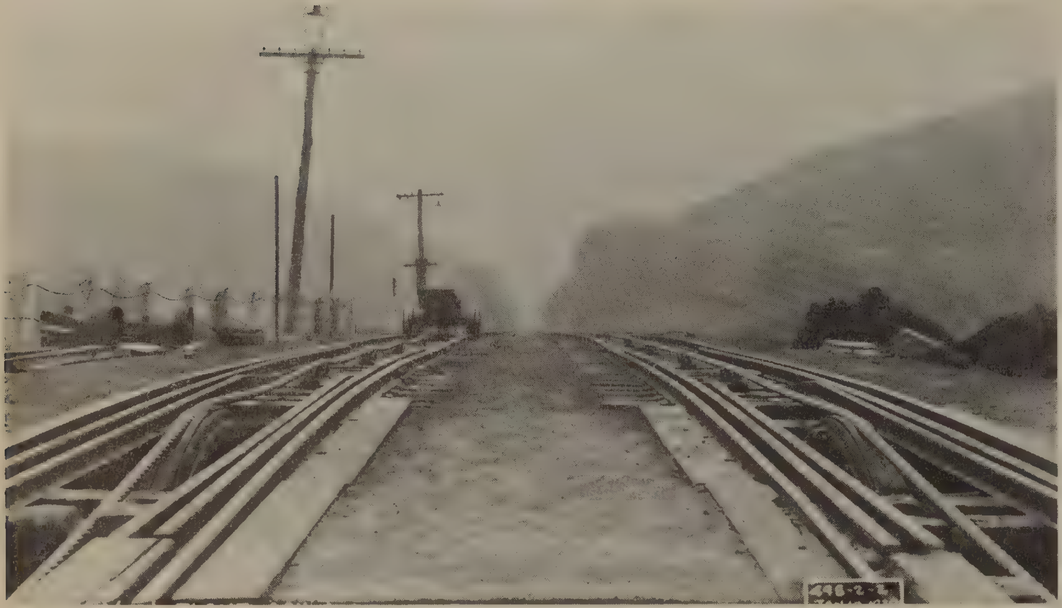
Elizabeth after grade separation in 1894. Streets were depressed and PRR tracks raised. From an old print.



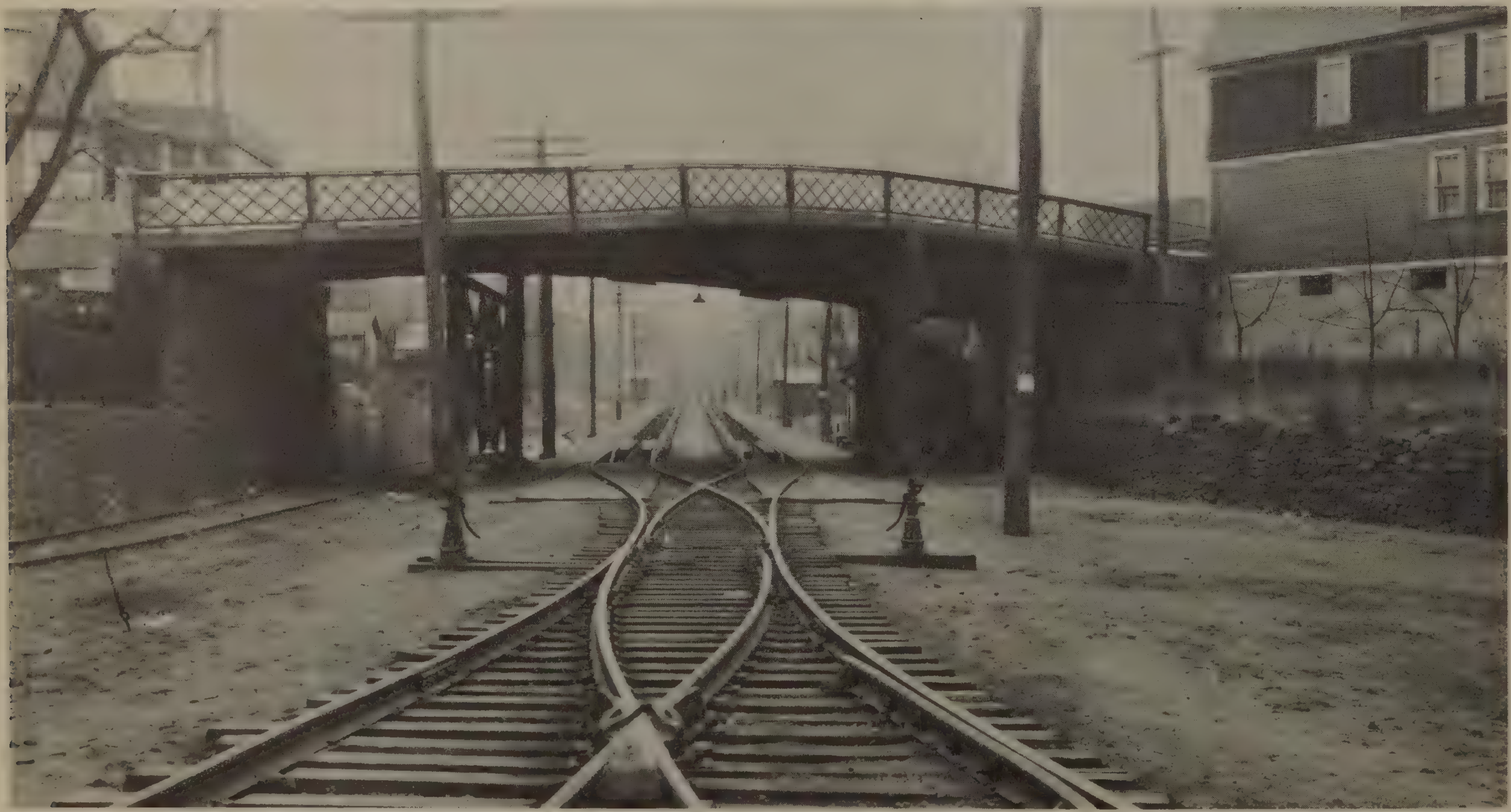
Old Elizabethport Station. C.N.J.

New Elizabethport Station, completed in 1938. C.N.J.





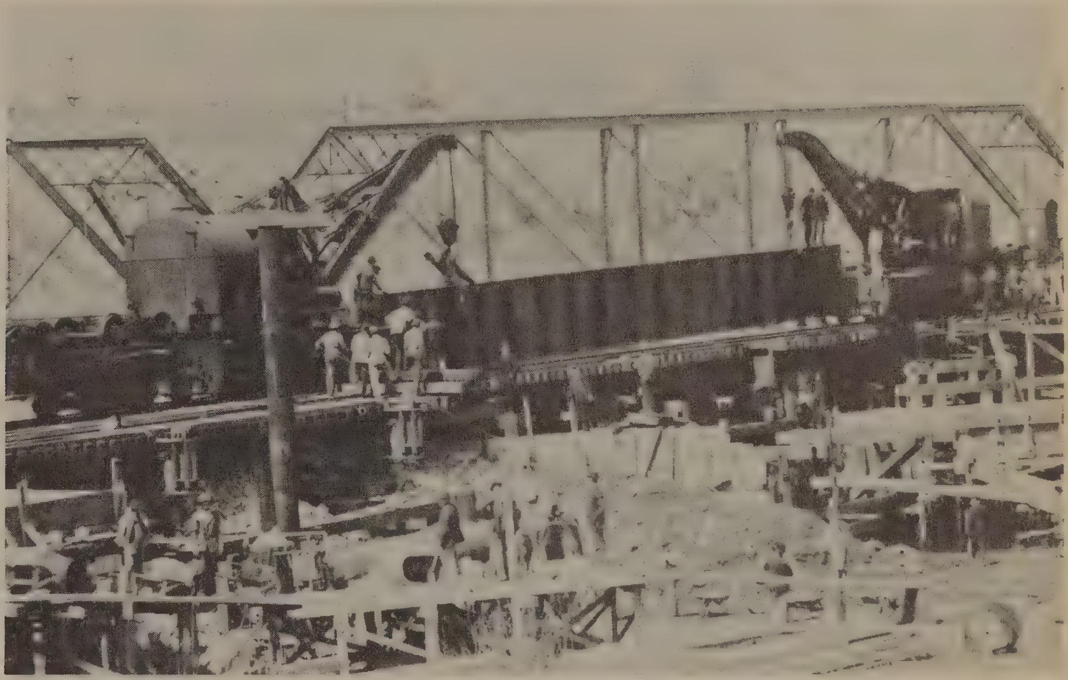
Ashley Plane No. 1 from top at Solomon's Gap. C.N.J.



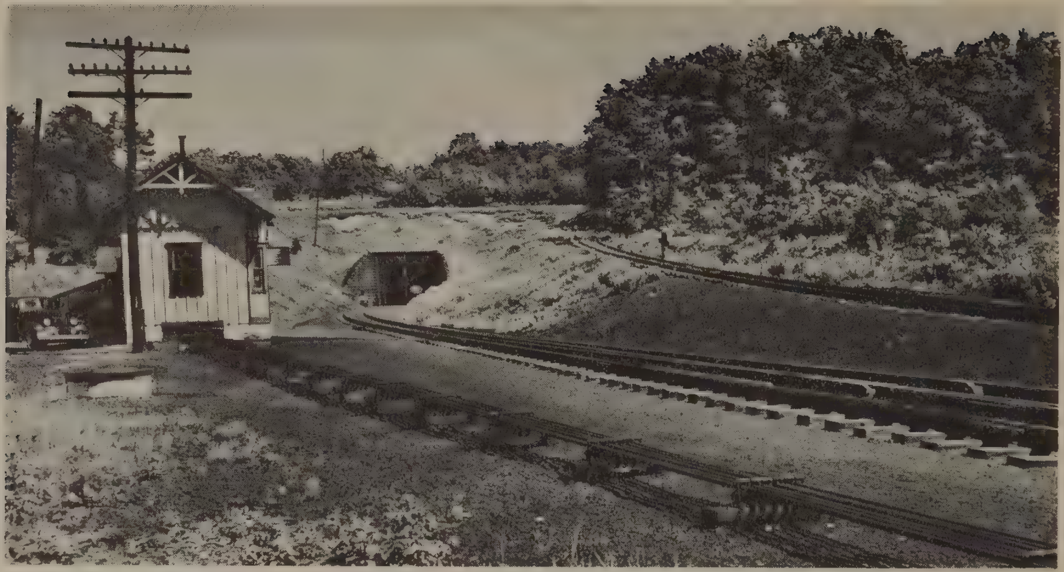
Plane No. 3 from bottom at Ashley. C.N.J.

Elizabethport Locomotive Erecting Shop. C.N.J.

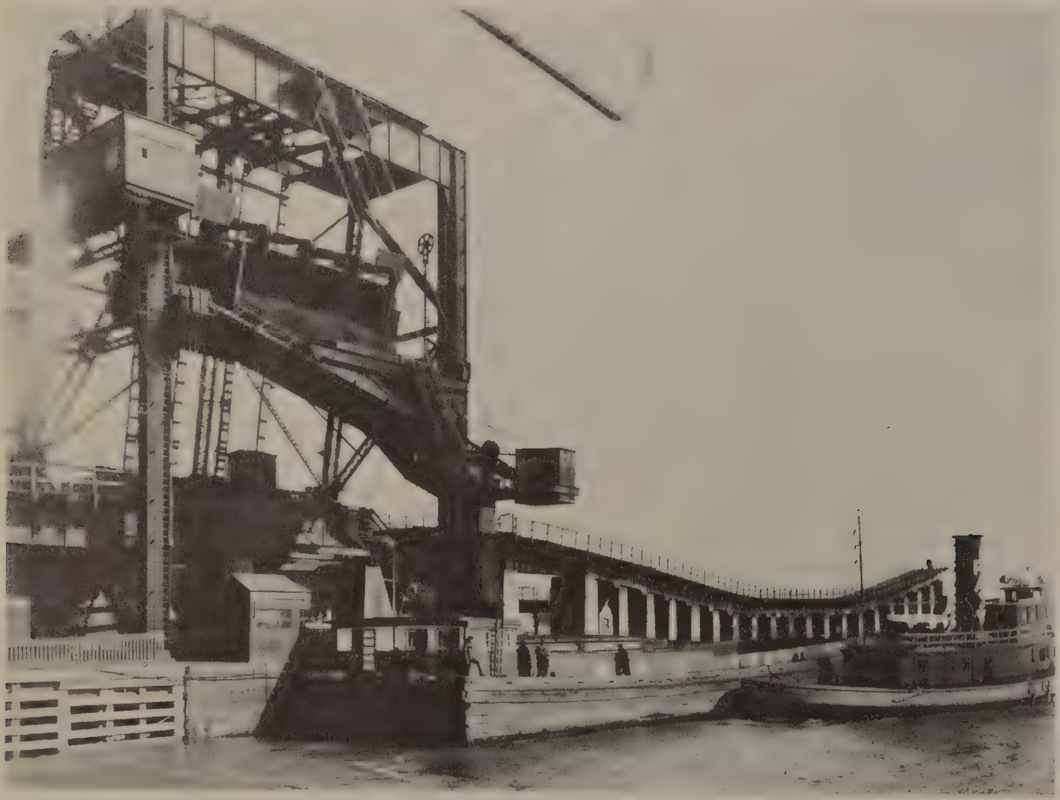
Rebuilding Canal Bridge on Main Line Near WK Tower. Shows Lehigh River Bridge of Allentown Terminal RR in 1903. C.N.J.



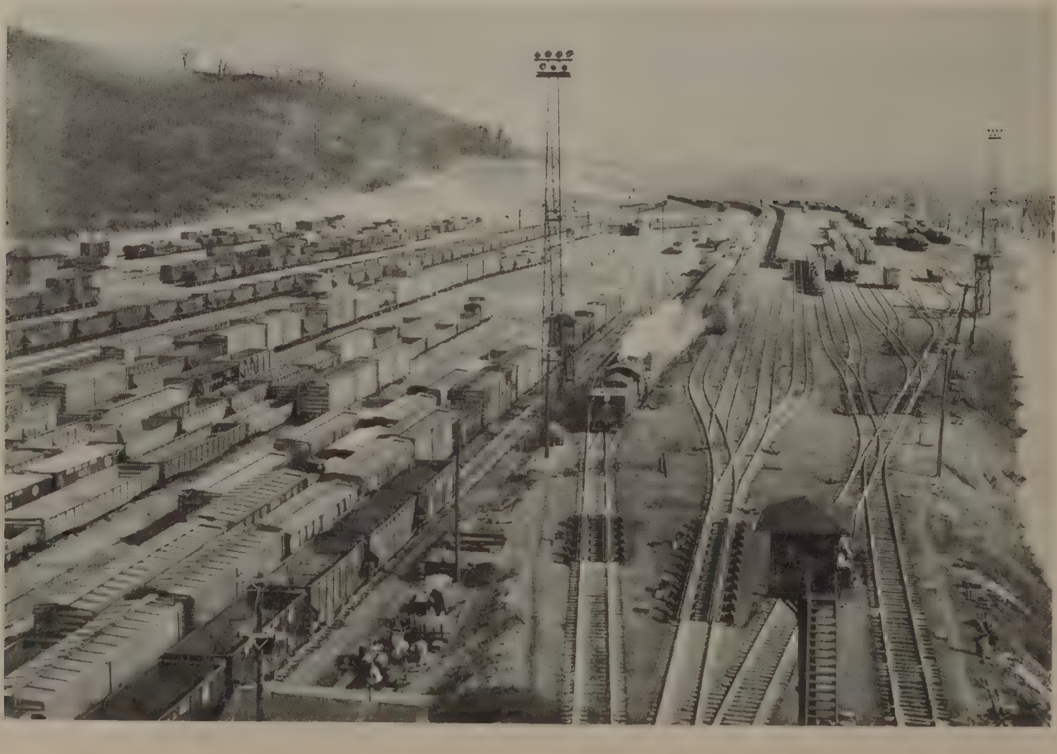
New Bridge in service, showing Canal equipment. C.N.J.



White Haven Tunnel. A.Q.V.



MsMyler Coal Dumper at Pier 18, Jersey City, dumping the one millionth car, Feb. 18, 1939. C.N.J.



Allentown Yard from Eastbound hump. A.Q.V.

SECTION 3: CONSTRUCTION AND ACQUISITION OF COMPONENT LINES

The Jersey Central is an assemblage of several small railroads. Some were built by or for the Central. Others were independently built and operated previous to acquisition by lease or purchase.

We will name and locate the components and show when they were constructed, and when and how they became parts of the Jersey Central system.

The earliest corporate title, the Elizabethport and New York Ferry Co., was established in 1818 and incorporated in 1839. It was needed as a connection between New York and the first rail line of the Jersey Central.

The Elizabethtown and Somerville RR was incorporated Feb. 9, 1831, and was opened between Elizabethport and Elizabeth Aug. 13, 1836, with a horse-drawn coach called the 'Town Car.' Steam operation to Plainfield began Jan. 1, 1839, and was extended to Bound Brook a year later. Service was extended to Somerville Jan. 2, 1842, thus completing the objective indicated by the corporate title.

The Somerville and Easton RR was incorporated in 1847 and opened to White House Sept. 25, 1848. Under a charter supplement, the S&E purchased the E&S and changed its name to The Central Railroad Company of New Jersey on April 23, 1849. Service was extended to Phillipsburg in 1852.

At this point we will sectionalize the growth separately for each of the three divisions — namely, the Central Division, the Lehigh & Susquehanna Division (now Pennsylvania Division) and the New Jersey Southern Division (now included in the Central Division):

Central Division

The main line of the Central Division was completed in 1864 by extending the original railroad across Newark Bay from Elizabeth to Communipaw (Jersey City). The rest of this division consists of several branch lines.

The South Branch RR from Somerville to Flemington opened July 1, 1864, and merged with the Jersey Central in 1888.

The Newark and New York Railroad was completed from Communipaw to Newark Aug. 2, 1869. Its operation by the Jersey Central began on that date although it did not become a part of the larger road until Oct. 10, 1873.

A branch was opened in 1872 from Elizabethport on the main line to Brills Junction on the N&NY.

From a connection at Newark Transfer branches were built to serve many of Newark's industrial plants. The Manufacturers' Railroad was put in operation in 1882, Manufacturers' Extension in 1889 and Passaic River extension in 1916.

The Lafayette Railroad was built in 1890 and 1892 from Pacific Ave. on the N&NY RR to serve a number of Jersey City industries.

From West Side Ave., the West Side Connecting Railroad was built to connect with industries in that section of Jersey City in 1895-6.

The Elizabeth Extension connected the N&E branch with industry in Elizabeth and provided service to the race track of the New Jersey Jockey Club. This was generally referred to as the Race Track Branch even though the race track has been all but forgotten for half a century. The aforementioned lines have been operated by the Central since their construction.

The Bay Shore Connecting Railroad was built in 1906 from Newark Transfer on the N&NY to a connection with the Lehigh Valley about 1¼ miles distant. It has been jointly operated since completion by the CNJ and the LV.

The Constables' Hook RR was built in 1883 as a branch from 22nd Street, Bayonne, to serve the industries in that city.

The Middle Brook RR was built in 1900 to connect the main line at Bound Brook Jct. with the Chimney Rock quarry. Other industries have located on this branch.

The Perth Amboy and Elizabeth RR Co. began construction in 1871. The Central took over this line in 1873 and completed its construction. It connects the New York and Long Branch RR at Perth Amboy with the Central's main line at Elizabethport.

The Sound Shore Railroad led a sort of chicken-and-egg existence during its early days. Parts of it had been constructed by the Jersey Central before the Sound Shore incorporation; other sections were completed in 1895-6. It connects with the PA&E at Bayway.

The Carteret extension was built in 1889 from East Rahway (now West Carteret) to Carteret and the indusries located there. The Carteret and Sewaren, built in 1891, extends this branch to the creosoting plant (tie plant) at Port Reading. The Sound Shore RR connected with these lines at Carteret. In 1905, The New Jersey Terminal RR became an adjunct of these branches, operated by the Jersey Central. It had been constructed in 1902 and operated independently until acquisition, when its locomotives and cars were sold.

The Raritan North Shore, built in 1894-5-6, is an industrial branch in Perth Amboy.

The High Bridge RR was opened for operation in April, 1876 from a connection with the main line at High Bridge to Chester. The objective was Hacklebarney Mine and Chester Furnace.

The Middle Valley RR was opened in 1897 to a stone quarry.

The Longwood Valley RR was completed in 1876 from a connection with the High Bridge RR at German Valley (Long Valley) to Port Oram (Wharton).

The Dover and Rockaway RR was constructed from Port Oram to Rockaway in 1881 to connect with the Hibernia Mine RR. The latter had been put into use in 1863 and operated by its own organization until leased to the CRR of NJ on Oct. 1, 1890. At that time the entire line from High Bridge to Hibernia became the High Bridge branch (not a corporate title).

The Ogden Mine RR was completed in 1866 from Ogden Mine in Sparta Township (Edison) to a connection with the Morris Canal at Lake Hopatcong. Operation was by its own management until Dec. 31, 1881, from which date it was operated by the Central.

The Lake Hopatcong RR was constructed in 1882 and operated by the Central between Hopatcong Junction on the High Bridge branch and connection with the Ogden Mine RR at Lake Hopatcong. These lines, connected end to end, became the Ogden Mine branch.

These lines are still in operation except portions shown in the following notes:

The New Jersey Turnpike cuts the right-of-way of the Elizabeth Extension near its connection with the Newark and Elizabeth branch. This portion of the track was taken up and a connection made from the opposite end to the Elizabethport yard. In recent years, this has been developed to serve several large revenue-producing industries.

That part of the Newark and New York branch between West Side Ave. and Kearny, including the Hackensack River bridge, has been taken up. The Rahway River drawbridge of the Sound Shore branch is no longer used, virtually cutting this line into two sections. The remote section and the New Jersey Terminal branch are reached via the Carteret Extension and its connection with the Perth Amboy & Elizabeth branch at West Carteret (formerly East Rahway). With construction of the N. J. Turnpike, the Reformatory section of the N. J. Terminal became isolated. Connection was then made directly with PA&E branch at West Carteret.

The Middle Valley branch was abandoned many years ago when commercial lime became available.

The Ogden Mine branch was little used since the mines, natural ice, and the Lake Hopatcong excursions were discontinued. It was removed during World War II except for the short piece between Hopatcong Jct. and Morris County Jct.

The Hibernia Mine RR was torn up at about the same time except for a small portion in the industrial section of Rockaway. The Chester branch was abandoned in April, 1962.

All of the foregoing roads were built by and/or acquired by the Central by purchase or lease and are operated as the Central Division.

The following two roads are owned subsidiaries, operated as branches of the Central Division but separately accounted. Each had operated under its own management prior to February, 1930, when they came into the Jersey Central family:

1. The Mount Hope mineral RR from a connection with the High Bridge branch at Wharton to the Mount Hope Mine.
2. The Wharton and Northern RR from Morris County Jct. to Green Pond Jct. near Charlottesburg on the Susquehanna RR. A branch from Wharton Jct. to Wharton was abandoned during the war. Parts of this property had previously been operated as the Green Pond RR, Morris County RR and the Wharton Steel Co., becoming the W&NRR in 1917.

The New Jersey Southern Division

The NJS Division was made a part of the Central Division early in 1961 and is now operated as such. This, too, is composed of several smaller lines, some of which had operated independently before coming into the fold. It is interesting to note here that one of these lines was in the state of Delaware with a marine operaion across Delaware Bay connecting it with the 'Main Stem'. This was discontinued after a few years in favor of the all-rail route of the Reading and B&O connection at Bound Brook Jct. This, in spite of heavy traffic for many years, has made the NJS mainly a branch line operation. Early traffic was mostly agricultural; today it is largely industrial.

The only track connection with the old Central Division is by trackage of the New York and Long Branch RR. Junctions with the latter are at Matawan, Branchport and Red Bank.

Before the NY&LB was opened, the New York connection was made by boat. In later years this developed into the Sandy Hook Line which operated only during the summer seasons.

The nucleus of the NJS was the Raritan and Delaware Bay RR which was constructed in sections. Completion of these parts came during 1860 through 1866. Obviously, the original intent was traffic between New York and Philadelphia. The topography of the route is relatively flat and is composed mostly of farm lands and pine barrens. Little earth-removal was needed and the only major river-crossing was the Navesink, near Red Bank. The road between Port Monmouth and Bergen Iron Works (now Lakewood) was opened in 1860, Eatontown to Long Branch in 1860, Lakewood to Atsion in 1862 and Manchester (now Lakehurst) to Toms River in 1866. A branch of the Camden & Atlantic RR, from Atsion to Atco, was purchased in 1869 and service was established to Camden.

The Vineland Ry. was opened from Atsion to Vineland in 1870 and from Vineland to Bayside in 1871. It was operated by its own organization. From meager records available to us, it appears the name was changed in 1880 to Vineland RR through reorganization.

The Long Branch and Sea Shore RR was constructed from Long Branch to Spermacite Cove on Sandy Hook in 1865, extended to Horse Shoe Cove in 1870, and was operated by its own company.

Due to many financial disruptions and the resulting failures and reorganizations of that time, records of constructing the Freehold & Atlantic Highlands RR are rather involved. About a dozen predecessor companies were involved in constructing and organizing the 22-mile route between the two towns. For the sake of brevity, opening dates of the several sections were: Freehold to Matawan, 1877; Matawan to Keyport, 1880; Keyport to Keyport Pier, 1881 by Freehold and New York RR with boat connection to New York. In 1883, the New York and Atlantic Highlands RR constructed the road from Atlantic Highlands to Belford. This road was leased to the NJS in 1883. The two roads connected at Belford, and later an extension was built to Keyport.

Steamboat connections with New York were operated from Keyport, Port Monmouth and Sandy Hook. These may properly be considered as forerunners of the 'Sandy Hook Route' which the Jersey Central later operated from Atlantic Highlands pier.

The Toms River RR Co., at this late date, appears to be one of the refinancing devices used during the readjustment period following the Civil War. Its property was the Toms River Branch of the NJS purchased in 1881. It was controlled by the Jersey Central and operated as part of the NJS. This branch was extended by the Toms River and Waretown RR Co. in 1872 which was then operated by the NJS. Title to this extension went to Ralph B. Gowdy and others in 1875. These were, most likely, contractors unpaid for the construction work who, in 1879, extended the road to Barnegat. In 1893, the Toms River & Barnegat RR Co. purchased this property with operation continuing as part of the NJS.

The Bridgeton and Port Norris RR Co. built the road from Bridgeton to Bivalve in 1872 and operated it until 1874. The Cumberland and Maurice River RR Co. then bought the property and operated it until the end of 1889 when the CNJ took over its operation. The Cumberland and Maurice River Extension RR Co. built a line between Bridgeton and Bridgeton Jct. which has been operated by the Central since its completion in 1887. The West End RR Co. built a line from East Long Branch (on the LB&SSRR) to West End (on the NY&LBRR) in 1878. This was operated by the Jersey Central.

The Vineland Branch RR Co. built from Bowentown to Bridgeton in 1910, which line was operated by the Central.

These roads, when taken over by the Central, became parts of an integrated system. Ownership of capital stock effected control of the NJS in Sept., 1879. Likewise, the Central has operated the C&MR since Jan., 1886, and the F&NY since Jan., 1890. Through connections with the NY&LB road, all-rail service to Jersey City became available from all of these South Jersey roads. It should be further noted that a similar connection was also facilitated between the Pennsylvania RR and its acquired roads in South Jersey.

The Baltimore and Delaware Bay RR, in Delaware and Maryland, was formed in 1881, by reorganizing the Kent County RR and its owned subsidiary, the Smyrna and Delaware Bay RR, which were operated by the New Jersey Southern RR. The CRRofNJ operated this line until May, 1889. From this date it operated in its own right, with the CNJ retaining a controlling interest, until June, 1901, when it was acquired by the Philadelphia, Wilmington & Baltimore RR (PRR).

NEW YORK AND LONG BRANCH RAIL ROAD

The New York and Long Branch Railroad has no eqiupment. The CNJ and PRR have trackage rights and run their trains over this entire property. The main line extends from Perth Amboy to Sea Girt and from Sea Girt to Bay Head Jct. These sections are connected by trackage rights over a short section of the Freehold and Jamesburg Agricultural RR. This plus one and three-quarters miles of the Jersey Central's E&PA branch in Perth Amboy are operated by NY&LB time table and dispatchers. Construction was as follows:

Perth Amboy to Long Branch in 1875 by NY&LB RR Co.;
Long Branch to Belmar in 1876 by New Egypt and Farmingdale RR Co.;
Belmar to Sea Girt in 1876 by Long Branch & Sea Girt RR Co.;
Sea Girt to Point Pleasant in 1880 by NY&LB Extension RR Co.;
Point Pleasant to Bay Head Jct. in 1881 by LB&-Barnegat Bay RR Co.

All of the above were merged into NY&LBRR on Dec. 20, 1881.

Lehigh And Susquehanna Division

The Lehigh and Susquehanna Division originated as a railroad of that name built and operated by the Lehigh Coal and Navigation Co. It was leased in 1871 to the Central Railroad of New Jersey, which has operated it as its L&S Division and now as its Pennsylvania Division.

Previous to the railroads, canals had been the main avenues of transportaion. Some of the early railroads were projected over mountains as extensions to, or connections between, canals. The L&S was at first in this category. An act of the Pennsylvania Legislature in 1837 authorized construction of a railroad to connect the Pennsylvania Canal's North Branch with the slack-water navigation of the Lehigh Canal. Construction of the road between Ashley and South Wilkes-Barre, White Haven and Solomons Gap and the Ashley Planes in 1843 fulfilled this original intention. The advantages of railroad transportation became apparent. Ice interrupted canal operation and floods in the river valley damaged the canal installations so that extension of the railroad was the only feasible solution.

The L&S also includes the Lehigh and Delaware Water Gap RR and the Nanticoke RR (formerly Wilkes-Barre and Scranton RR (name changed in 1860), both of which merged in 1867. These roads were completed by the LC&N Co. after mergers.

Completion of main line sections was effected in the years shown below:

Ashley to South Wilkes-Barre, 1843;
White Haven to Solomons Gap, 1843;
Mauch Chunk to White Haven, 1866;
Solomons Gap to Ashley (Back Track), 1866;
South Wilkes-Barre to Wilkes-Barre, 1866;
Wilkes-Barre to Union Jct., 1867;
Mauch Chunk to Phillipsburg, 1868.

The above sections are main line. The branches follow: (Note the Ashley Planes were part of the original main line but upon completion of the Back Track they assumed branch line status.)

Ashley Planes branch, 1843;
Lee Mine branch, 1862;
Nanticoke branch (Gardner's Switch to Wanamie), 1862, (Wanamie to Lee), 1885;
Canal branch (Miner's Mills to Enterprise Breaker), 1862, (Enterprise Breaker to Plains Jct.), 1896;
Upper Lehigh branch, 1867;
Everhart branch, 1867;
North Penn. Connection (South Bethlehem), 1867;
Coplay branch, 1870;
Carbon branch, 1873;
Sandy Run branch, 1875;
Drifton branch, 1876;
Allen Cement branch, 1888;
Standard Cement Branch 1892;
Buttonwood branch, 1894.

The Easton and Western was constructed in 1914-1915. It is controlled by the CNJ through ownership of its entire outstanding capital stock. Operation has been as a part of the Jersey Central since its completion.

The Tresckow Railroad is not directly connected with the Jersey Central. Trackage rights over the Reading from Tamanend constitute the physical connection. This road was built from Silver Springs to Audenried and put in operation in 1870. It is controlled by the LC&N Co. through stock ownership and was operated by that company from completion until it was leased to the CNJ in 1871.

The Wilkes-Barre and Scranton (not to be confused with WB&S RR Co. which became the Nanticoke RR Co. in 1860) was completed and put into operation in 1888. Its road ran between Pittston and Scranton. Operation since that time has been by the Jersey Central. The LC&N owns the entire outstanding capital stock, leased the property, and assigned the lease to CRRofNJ.

The Nesquehoning Valley RR began construction in 1861 and completed its line between Nesquehoning

Jct. (Mauch Chunk) and Tamanend in 1870. The tunnel between Hauto and Lansford was completed in 1872. The property is controlled by the LC&N Co. through ownership of a majority of its outstanding capital stock. Operation by the LC&N started upon completion. This road also came under Jersey Central operation by lease in 1871 except for the tunnel which was subleased to the Lehigh and New England RR Co. Several other LC&N properties became parts of the L&NE but, more on that later.

The Allentown Terminal RR was constructed in 1888 and 1889 from which time it has been operated jointly by the Jersey Central and Philadelphia and Reading (Reading). The LC&N and CNJ own nearly all the shares of outstanding stock. It forms the physical entrance to Allentown proper for both operating companies.

LEHIGH AND NEW ENGLAND RAILWAY

The Lehigh and New England Ry. is an owned subsidiary of the Jersey Central. It is composed of branches of the former Lehigh & New England RR serving the remaining traffic-producing industries at the time, in 1961, that ICC permission was granted to the latter-named road to abandon its operation. These branches extend from Bethlehem to Allentown northside and Martin's Creek and from Hauto to Tamaqua. The former serves the cement mills and the latter serves the remaining anthracite mines of the Panther Valley. Current rumors are that some other small segments may be kept in operation by interested parties and connected with other railroads.

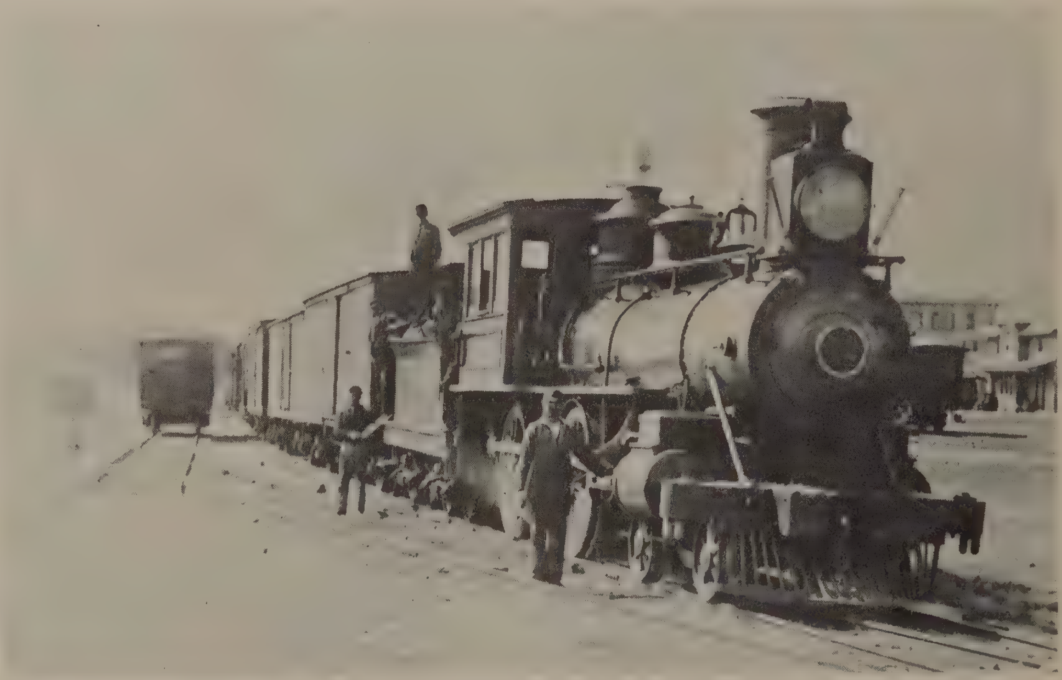
It may be of interest to note at this point that the branch from Bethlehem is a part of the Lehigh & Lackawanna, an LC&N property, which was leased to and operated by CNJ from 1871 to 1905. The Hauto-Tamaqua section is the Panther Creek RR, another LC&N property.

The Bronx Terminal in New York City has been operated on leased property along the Harlem River since 1905. Its physical connection is via car float to Jersey City. Operations at this once busy freight terminal have now been abandoned.

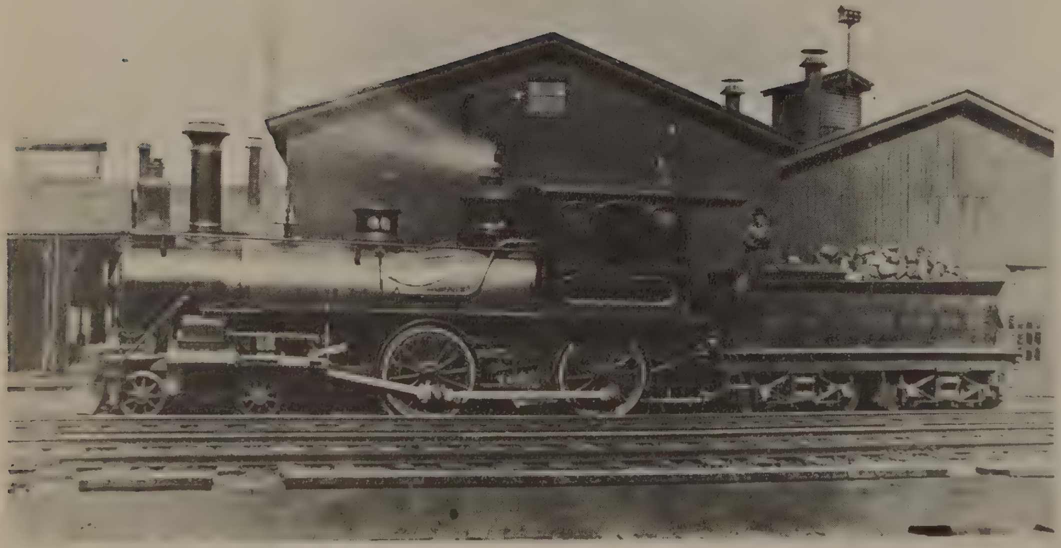
SECTION 4: LOCOMOTIVES

The American Standard

The first type of steam locomotive to become an accepted standard was the 4-4-0. It developed naturally from the 4-2-0, when side or parallel rods were devised to couple two pairs of driving wheels to one pair of cylinders. As equalized spring suspension developed, this became a practical machine capable of hauling passenger and freight trains of the time at their relative speeds.

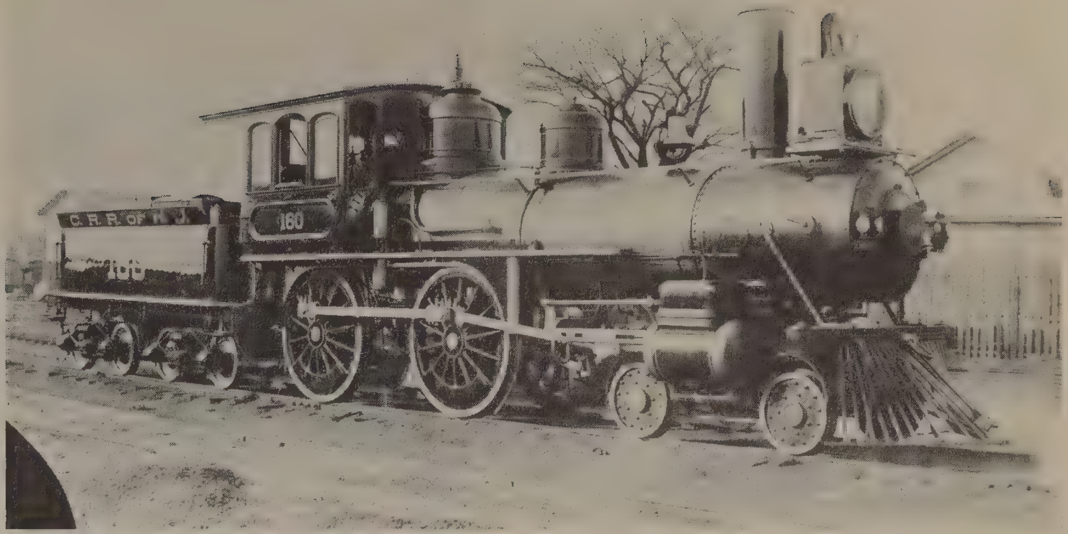


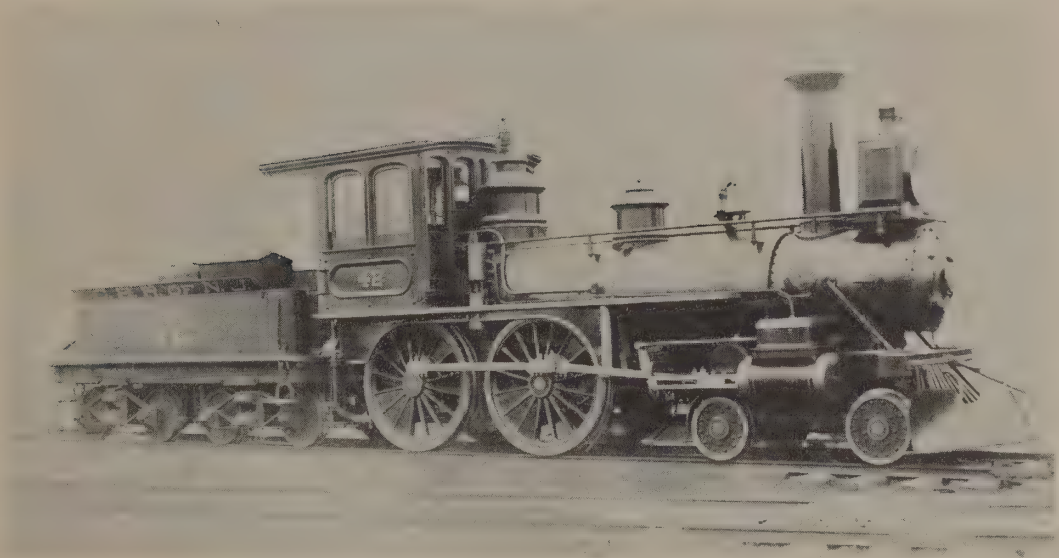
Engine 72 in Freight Service. **H. W. Smith 1890**



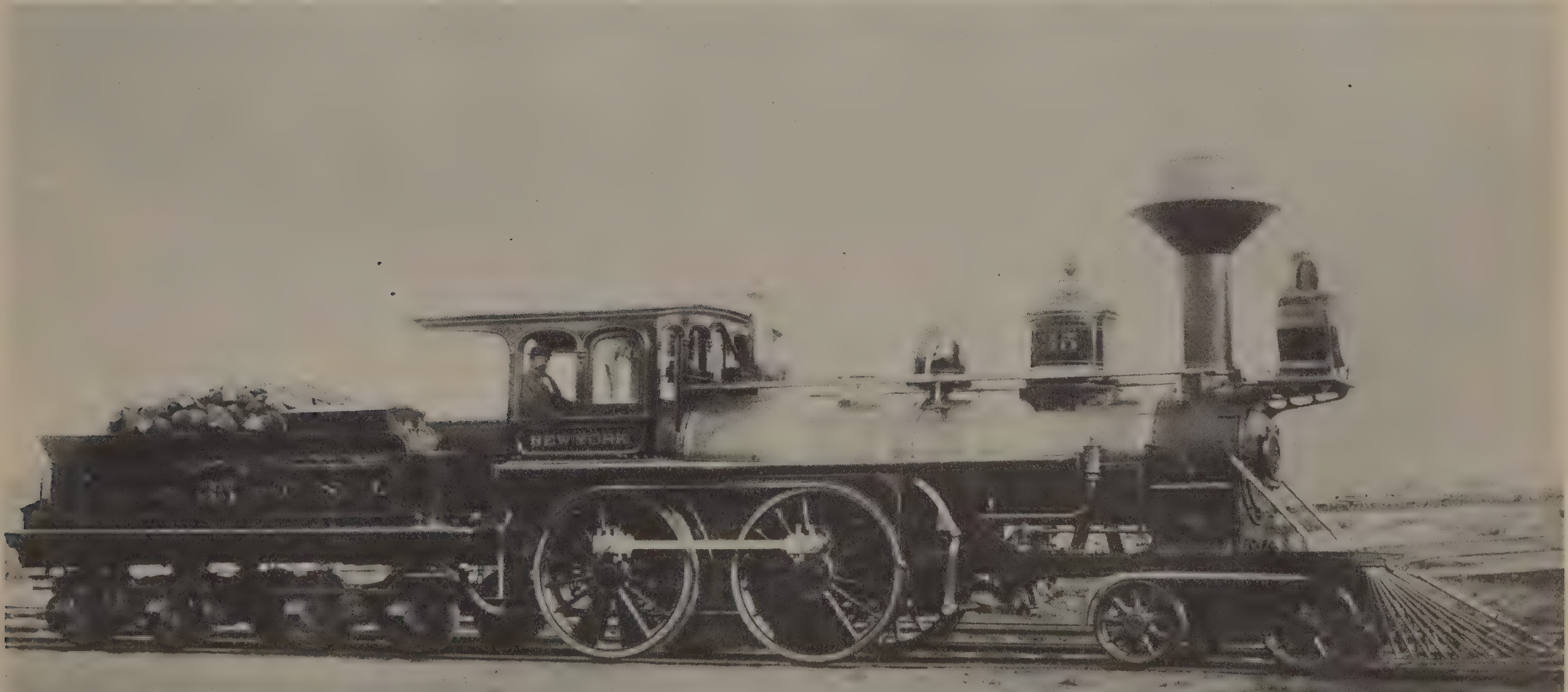
Notice the small driving wheels on this freight locomotive. Smith.

Engine 160 was used in Passenger Service. H. W. Smith 1890





Engine 42 Passenger. H. W. Smith 1890

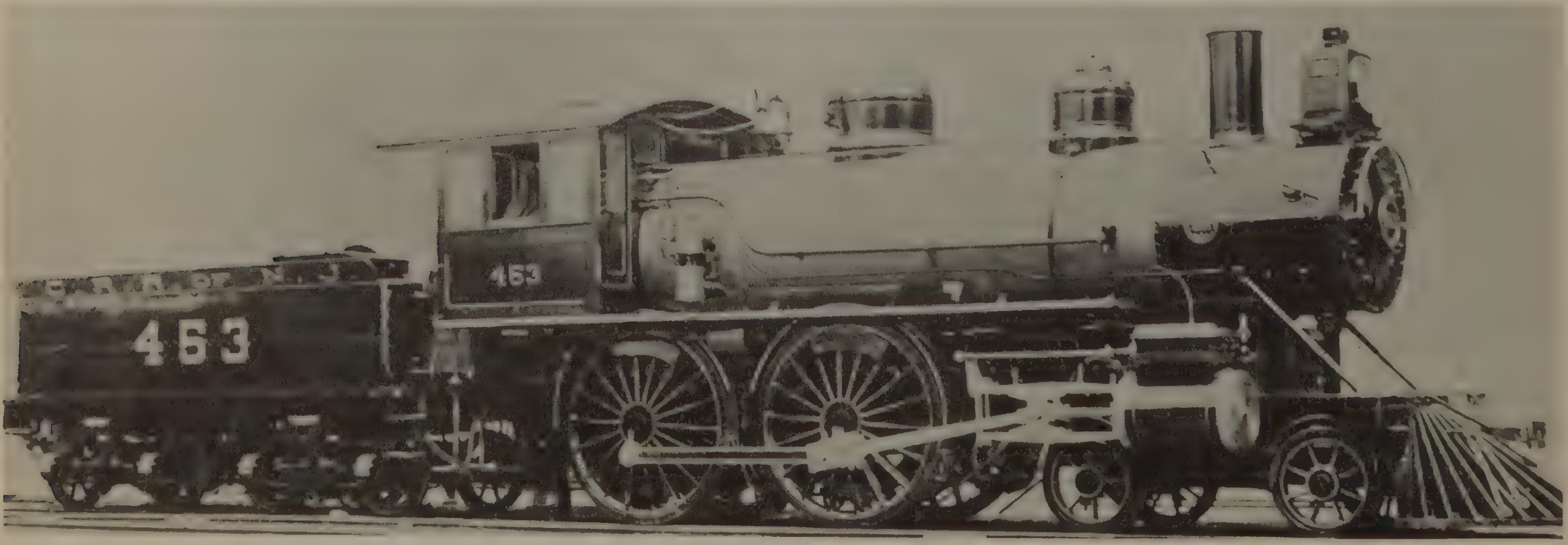


Many of the early engines had names as well as number. Some had inside cylinder and cranked axles. 35 "New York" was built in 1852. Smith

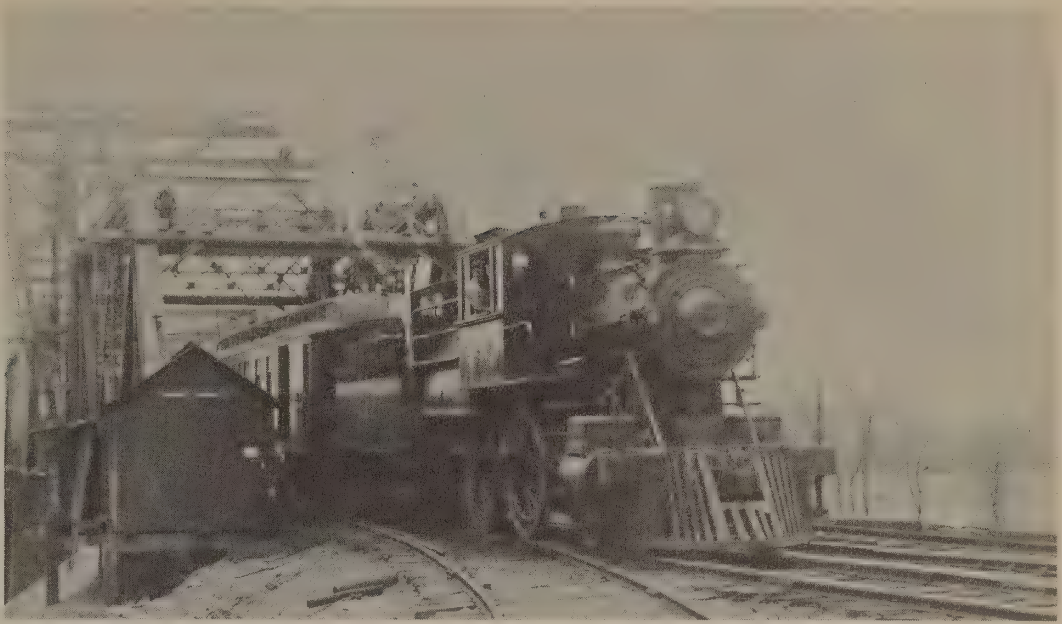
We can not draw a line between the American Standard and the American Type, since there was a large overlapping of their use. As the need for more powerful freight locomotives resulted in the addition of more coupled driving wheels, the American Type was built in larger units strictly for passenger service. Many were noted for fast runs during the early years of the "High Speed Era" in the 1890's. This was their heyday. Few were built after the turn of the century, and these were purely utilitarian, without the glamor of their predecessors.

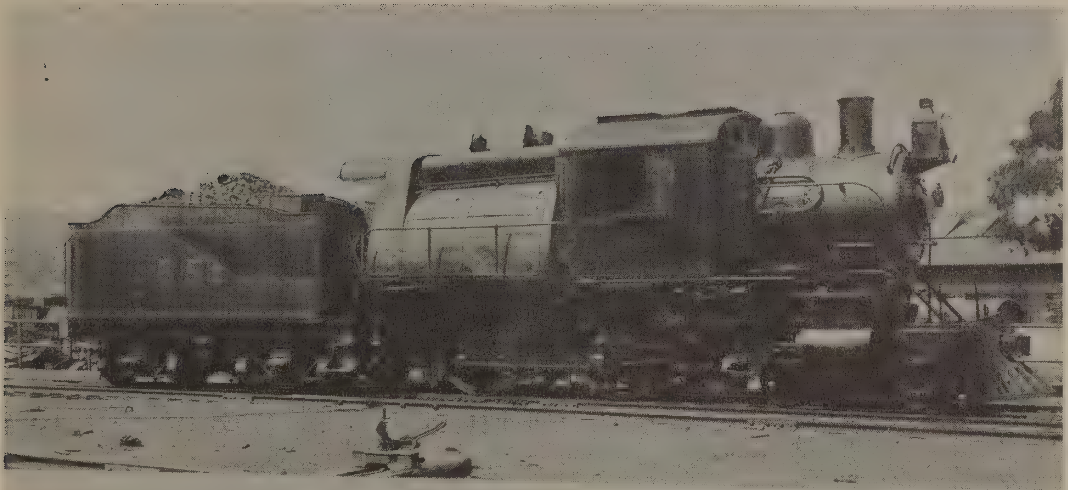
4-4-0s immediately preceeding the high speed era had 69" drivers.
H. W. Smith 1890

Vauclain Compound and Single Expansion American Types speeded up the B&O and Philadelphia passenger trains in the 1890's.
B.L.W.

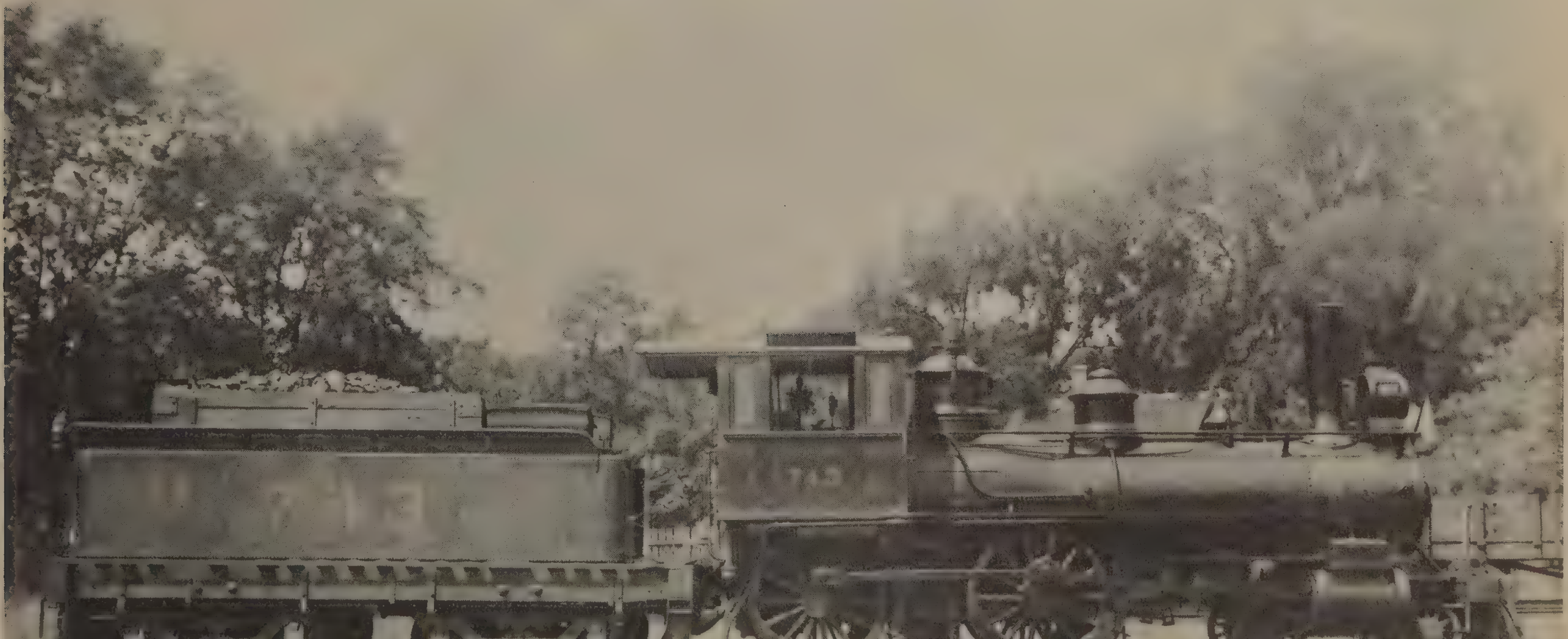


Rebuilt 4-4-0 leaving Allentown with main-line local passenger train. Wide fire-box and center-cab were features of rebuilding. C.N.J.



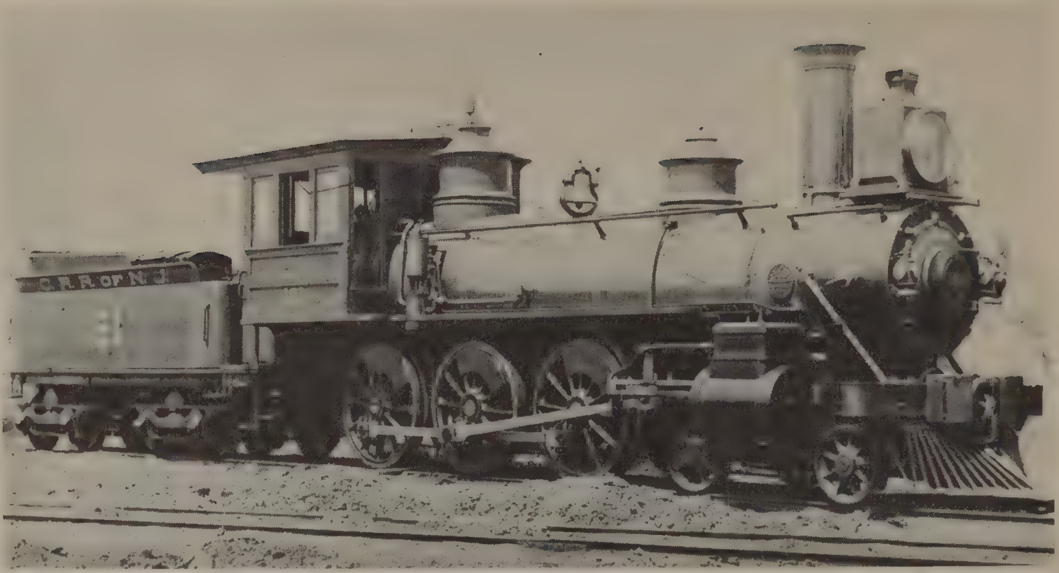


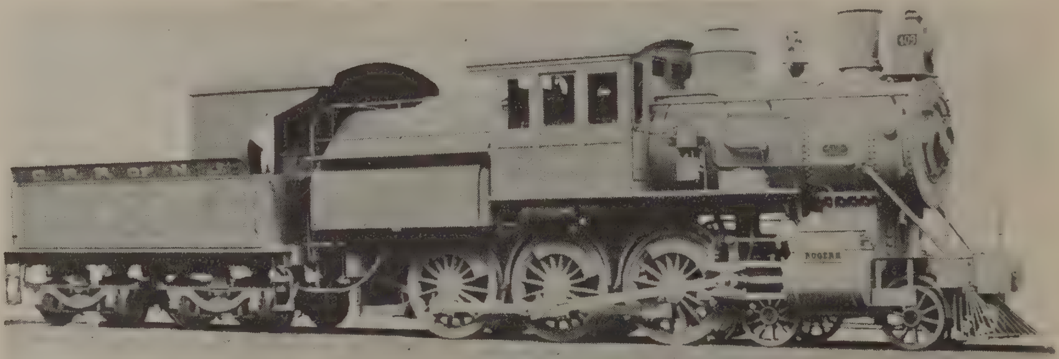
Three heavy Americans were built in 1905 for the Scranton Flyers. C.N.J.

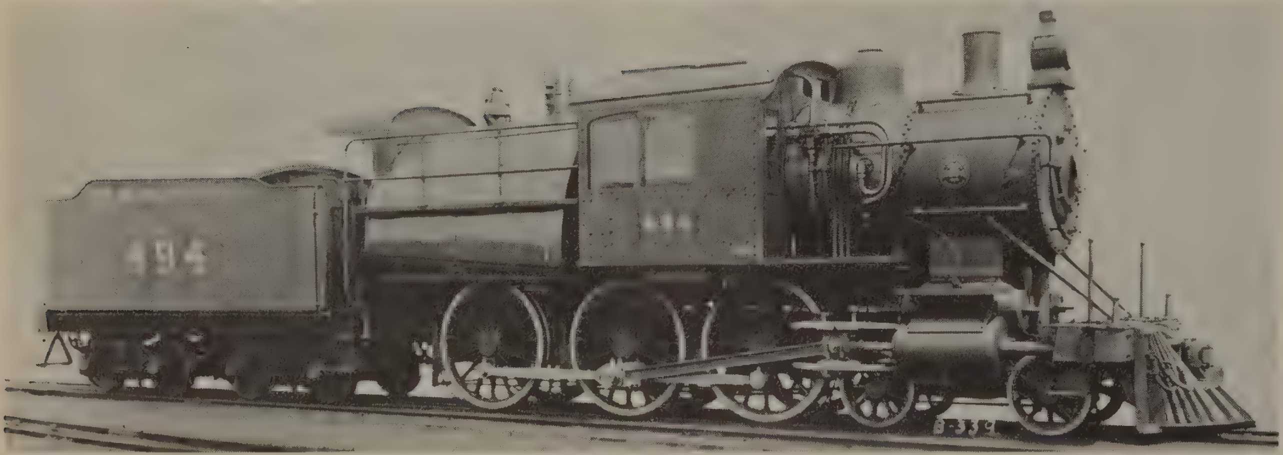


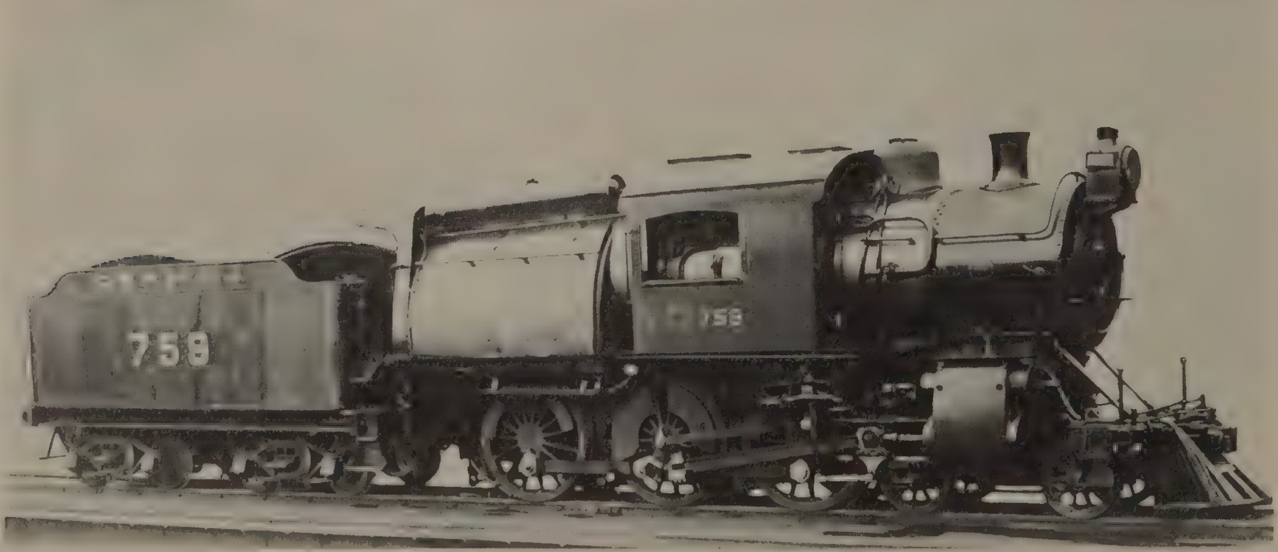
A renumbered 4-4-0 in its later days. C.N.J.

The quest for more powerful freight locomotives added more coupled driving wheels from time to time during the locomotive's evolution. As the American 4-4-0 developed into the fast passenger masterpiece of the day, another pair of drivers was added, creating a new type, the Ten-Wheeler for freight service. During the 1860's it became the prime mover. However it developed into a general type. As in the American Type, driving wheel diameter was varied to suit the intended speeds. All except the 600 class were built for freight service. Most were later used in passenger service. Many were upgraded by partial rebuilding which included Superheater and improved Valve Gear.

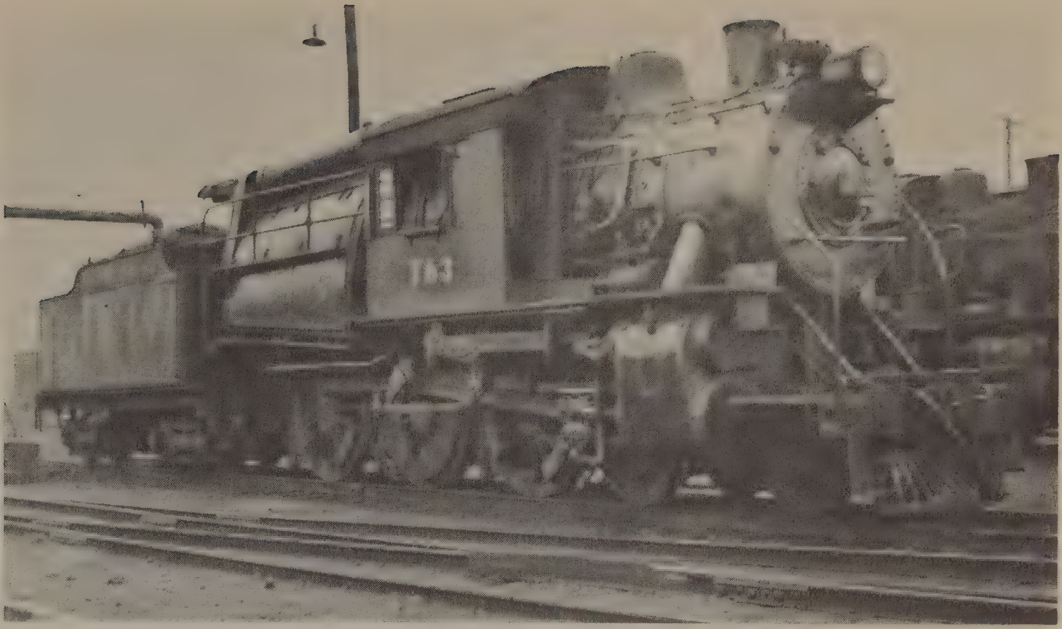

An early Ten-Wheeler for freight trains. **H. W. Smith 1890**

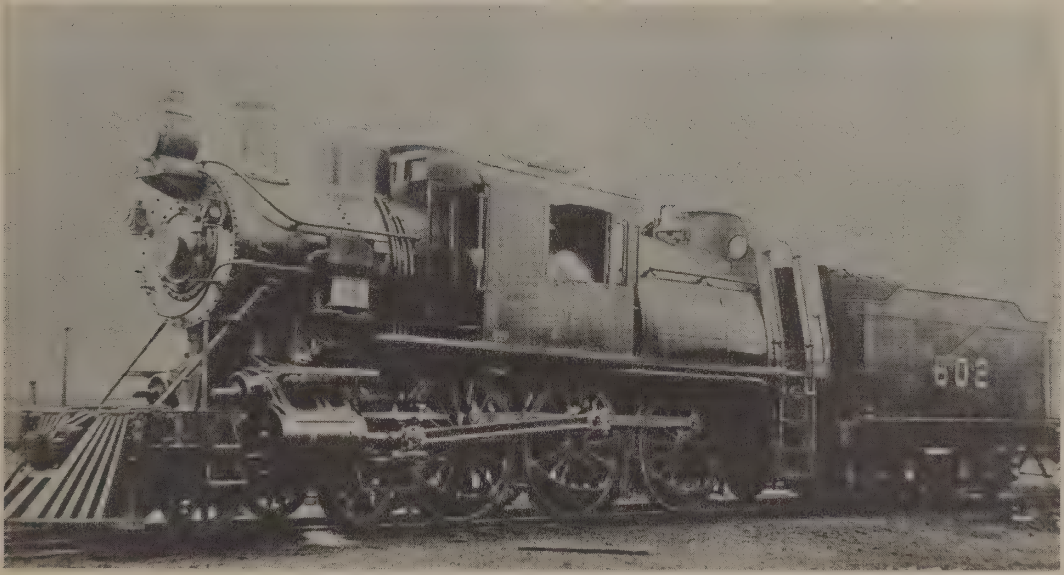

Ten-Wheelers were built with wide fire-boxes in 1892. **R.L.W.**


Larger engines with piston Valves came in 1900.
A. L. Co.

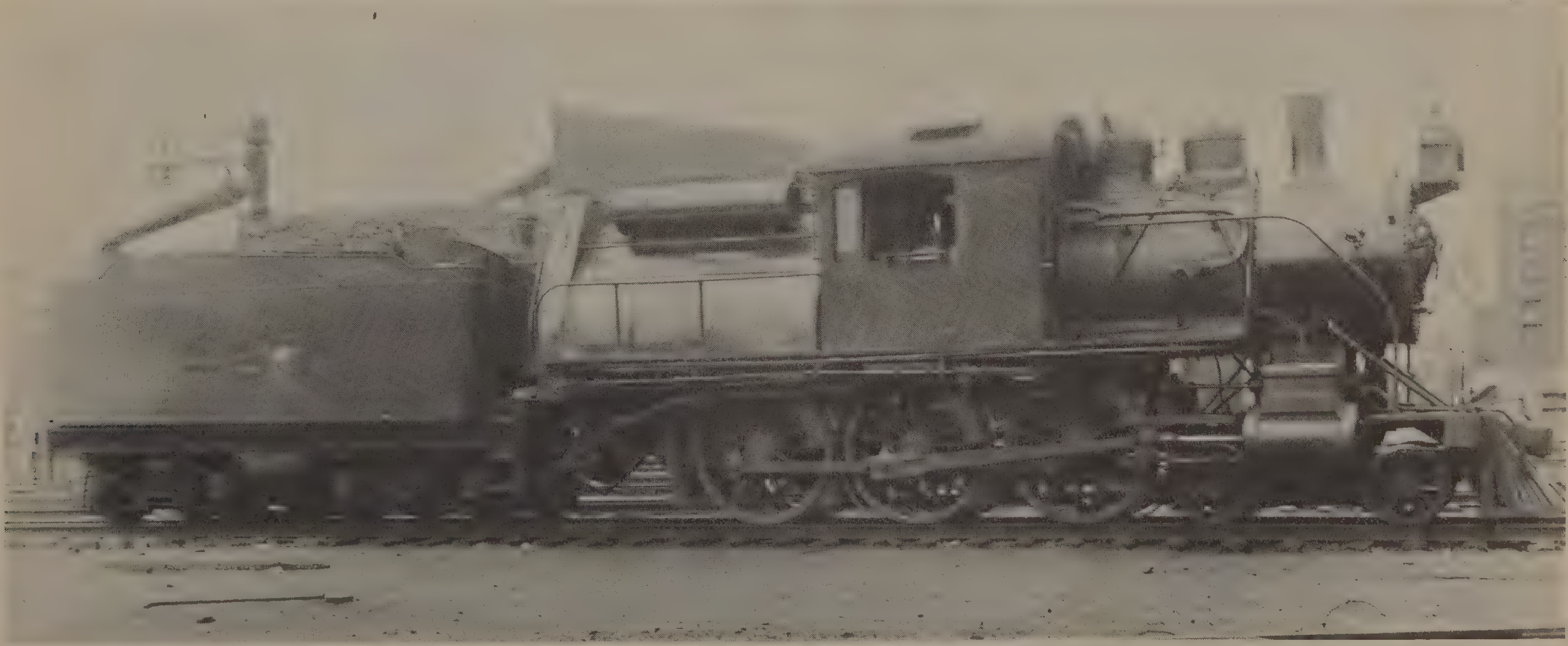

Ten engines were built in 1910 with Baker Valve Gear. **B.L.W.**

1912 and later engines were built with Superheater and Walschaert's Valve Gear. W.B.C.





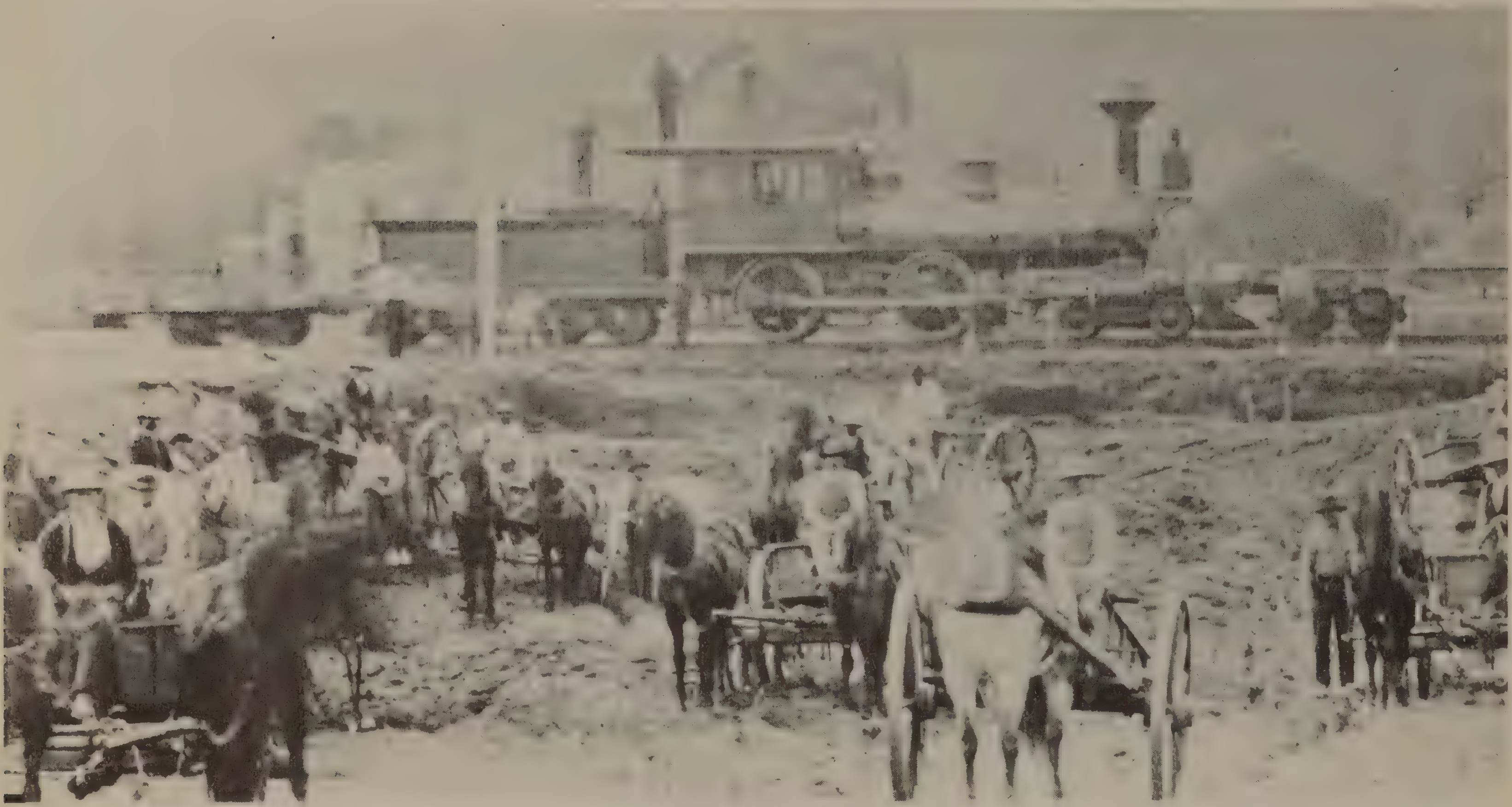
600 Class was strictly for passenger service. C.B.C.



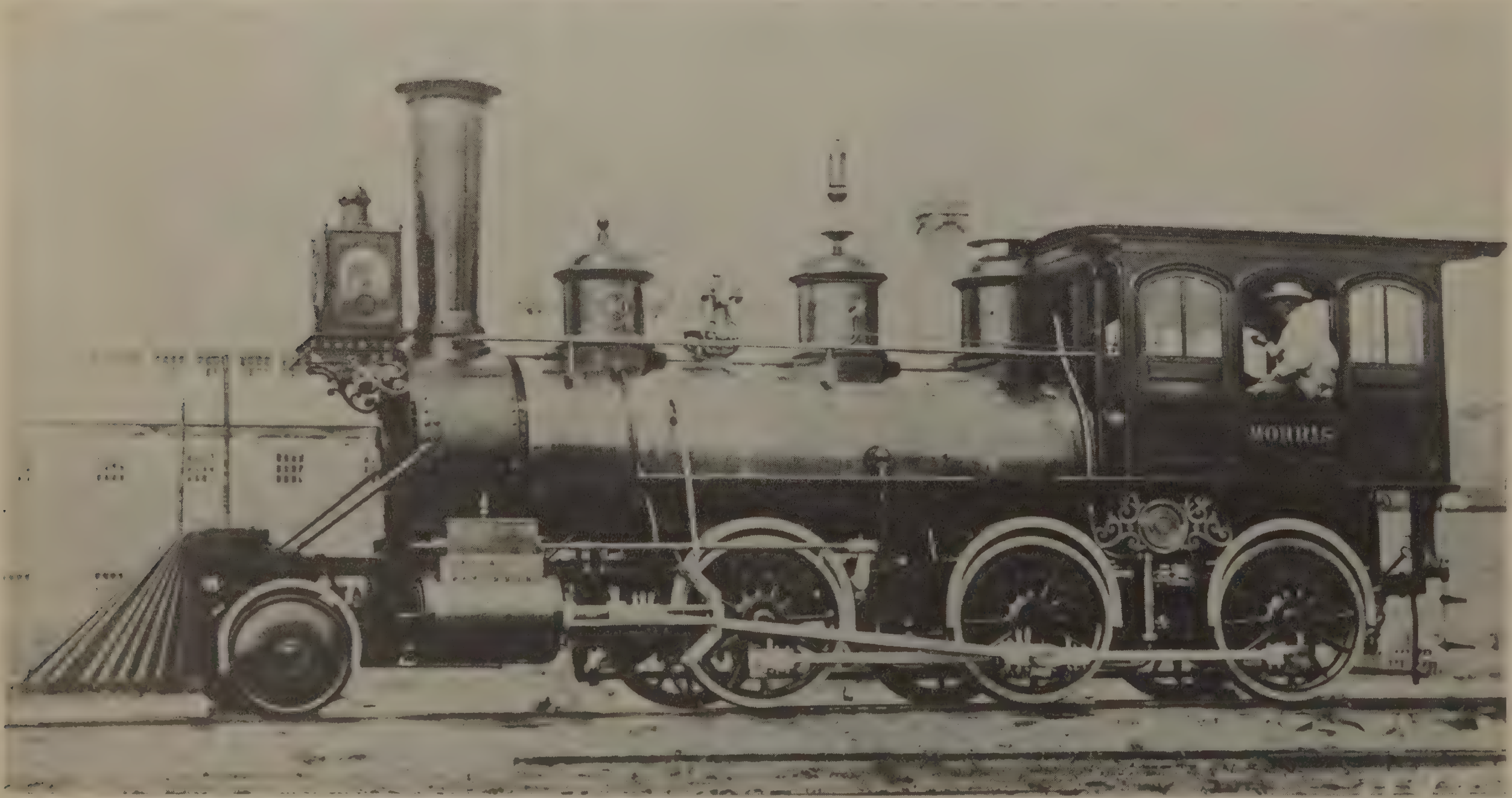
An odd passenger engine rebuilt from Vauclain Compound. C.N.J.

Wide (6') Gauge Engines

Connection was made at Hampton with the Lackawanna Railroad, which at that time had a gauge of six feet. To permit hauling Lackawanna coal to tidewater in Lackawanna cars, a third rail was added between Hampton and Elizabethport. Locomotives for this service, built during the 1850's were of the American Type.

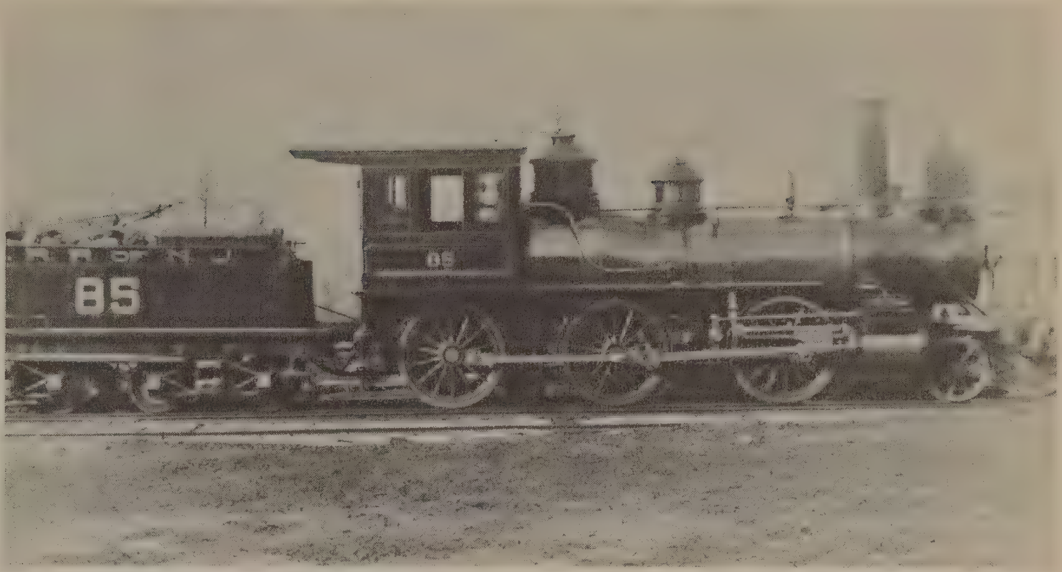


Poor as this photo is; it is shown here as the only one available of a wide gauge 4-4-0. Photo was taken in 1872, in work train service, after Lackawanna service had been discontinued, but third rail was still in place.

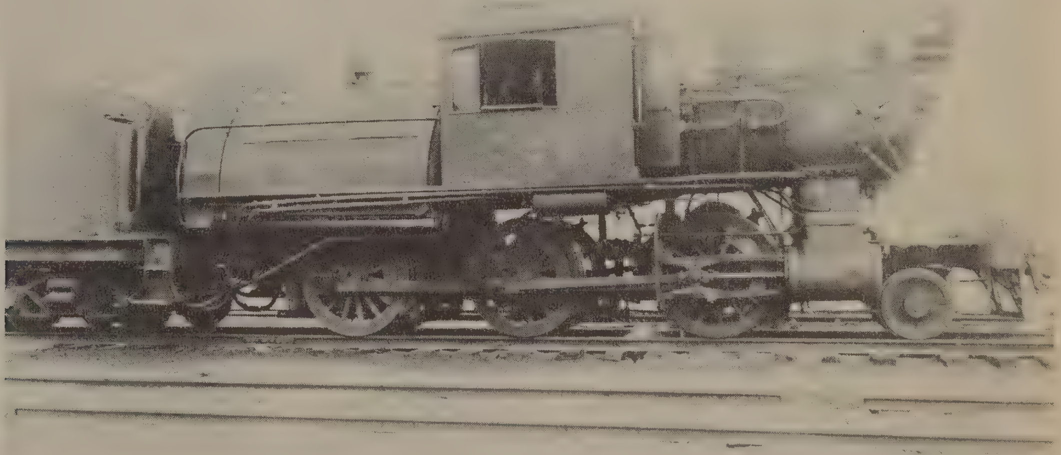


One of the two wide gauge Moguls built in the early 1860's. **Smith**

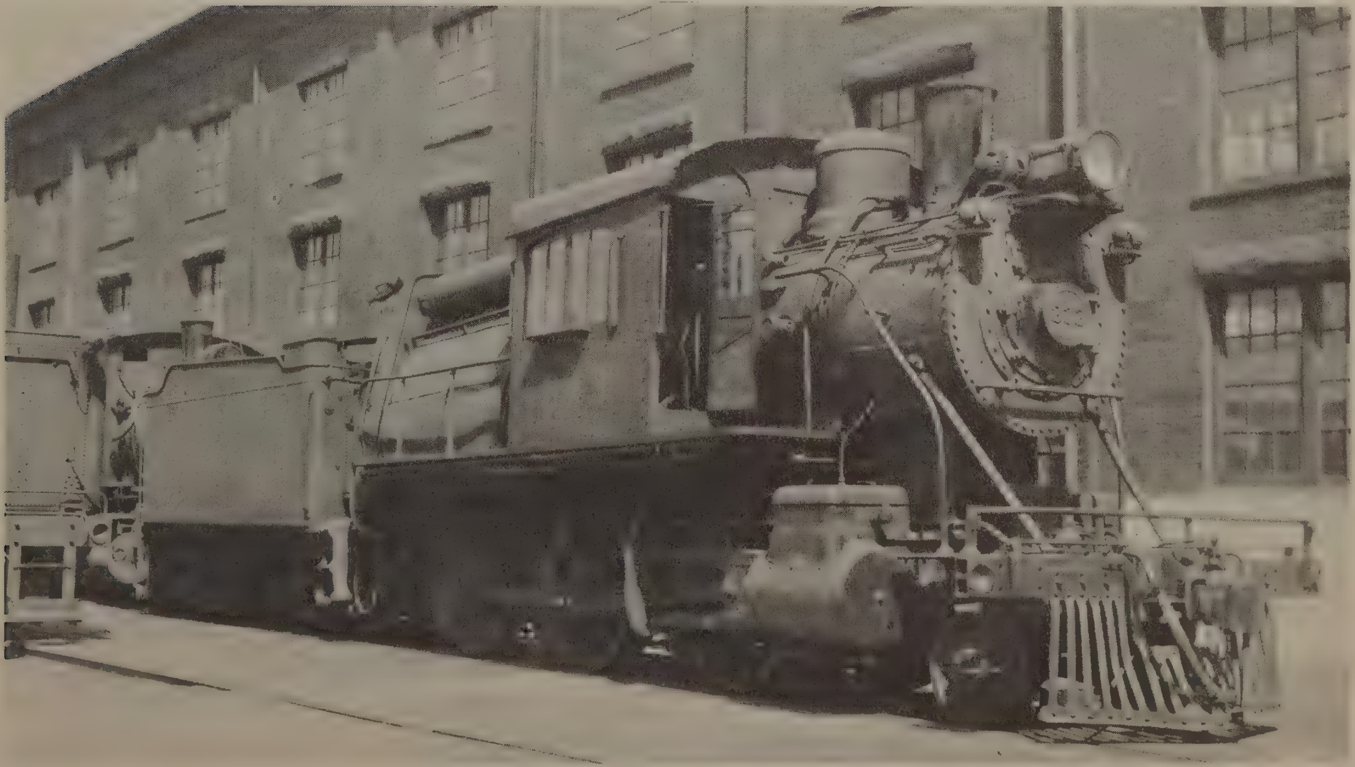
With improvement in road-bed and track, the two-wheeled engine truck provided sufficient guiding ability for the slow and moderate speeds for freight service. The Mogul 2-6-0 partly supplanted the Ten-Wheeler 4-6-0. This design permitted a greater portion of the weight to be carried on the drivers, resulting in a more powerful locomotive without an increase in total weight. Development was rapid during that period. Results: only two classes of road Moguls were developed. We use the term "road Mogul" here to distinguish from a group of 2-6-0 Tank Engines built for switching service, which will be shown under that classification.



Early Mogul as built in 1866. **H. W Smith 1890**

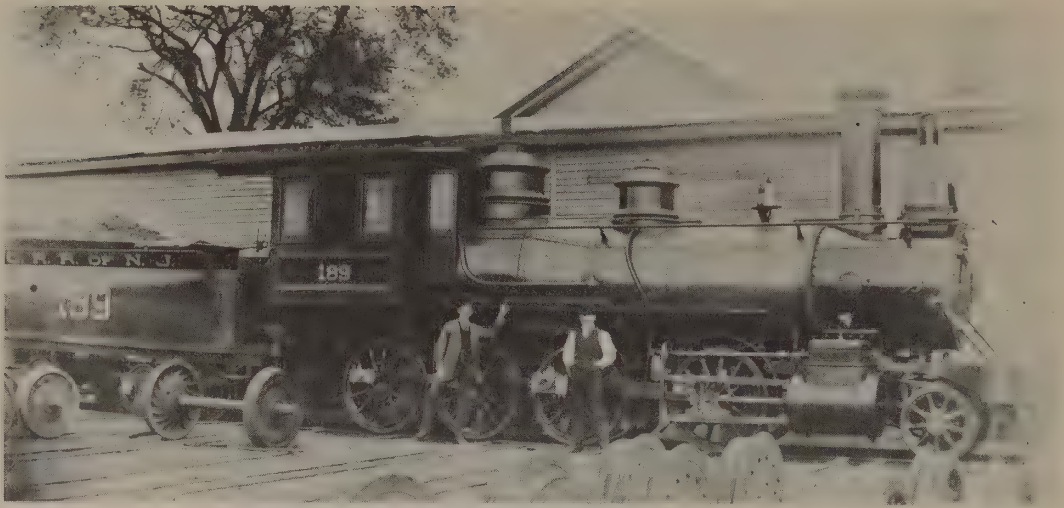


Early Mogul as rebuilt with a wide fire-box. **C.N.J.**

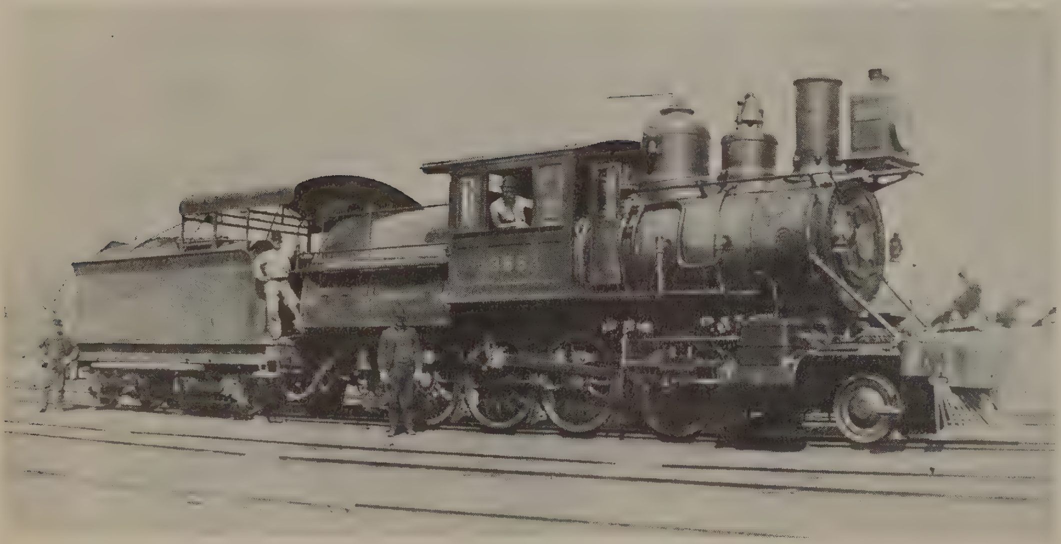


Large Mogul built at Elizabethport Shop in 1908. **A.E.O.**

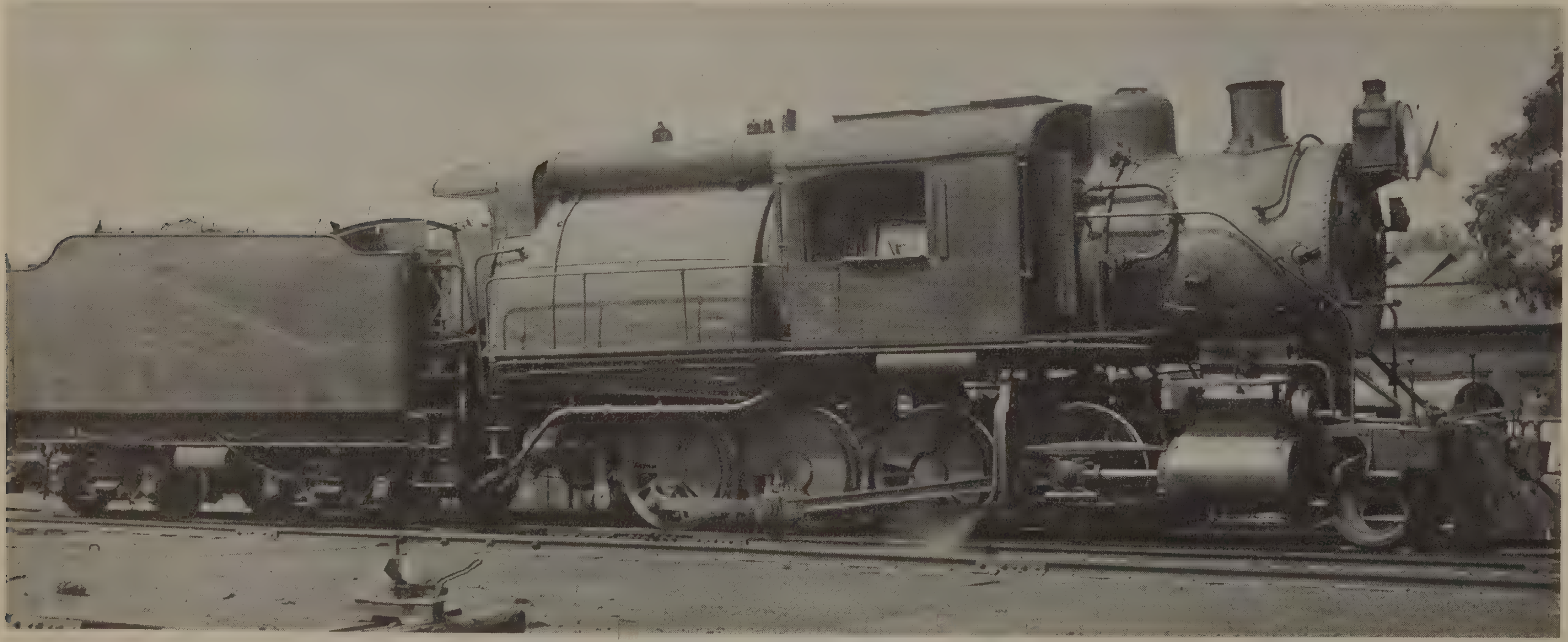
The evolution of more powerful freight locomotives included the addition of another pair of driving-wheels to the Mogul, thereby producing a new type, the Consolidation 2-8-0. Each new class was larger and more powerful to meet the increasing needs.



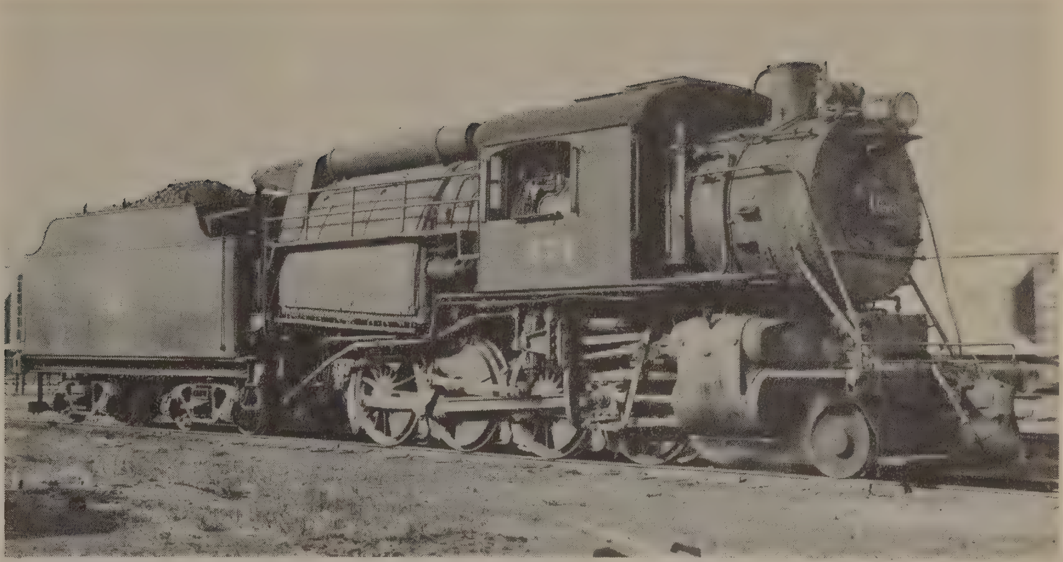
The earliest Consolidations hauled coal trains. H. W. Smith 1890



**The next Consolidations had wide fire-boxes to burn anthracite.
H. W. Smith 1890**



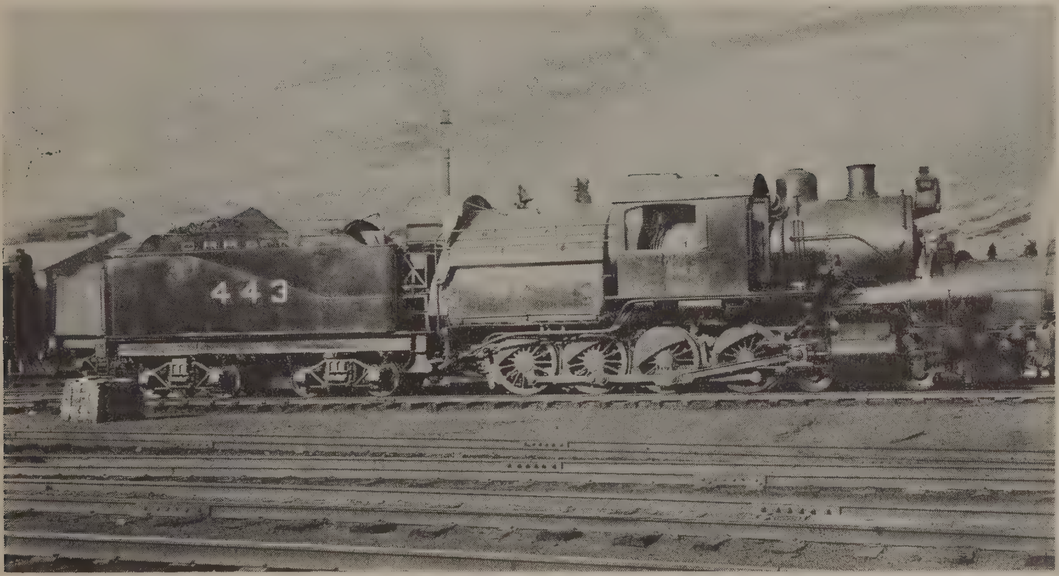
When track and bridges permitted, big boilers came into use. C.N.J.



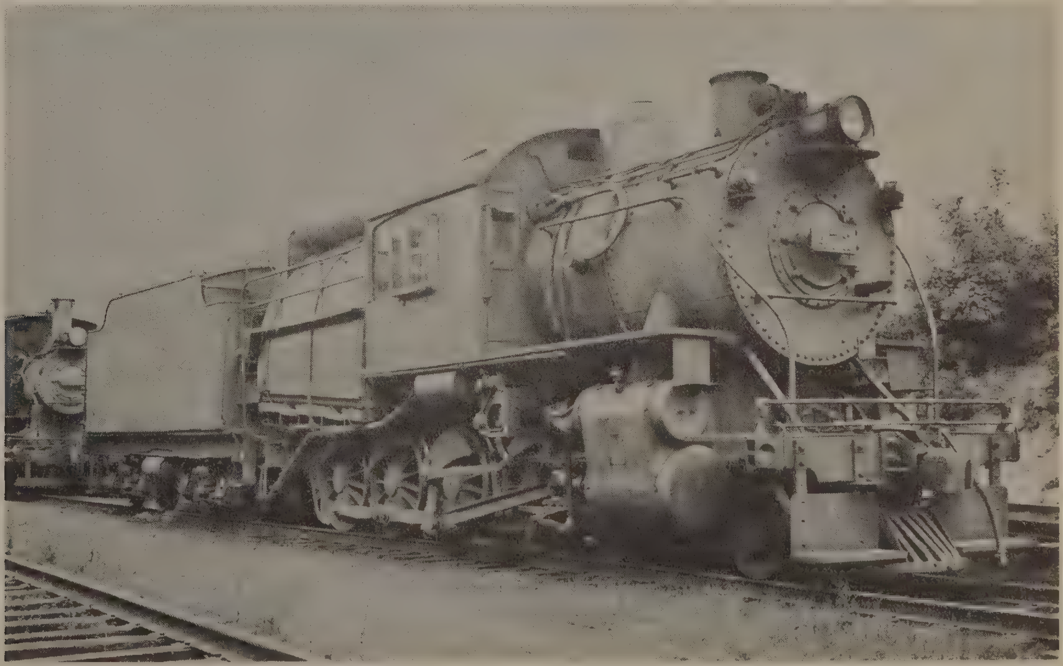
Latest 2-8-0s had Walschaert's Valve Gear. A.E.O.

The Twelve-Wheeler

About the turn of the century, the- four-wheeled engine truck was again used on freight engines, producing the Twelve-Wheeler. Heavier 2-8-0s soon followed. Some of the 4-8-0s remained in service nearly to the diesel take-over.



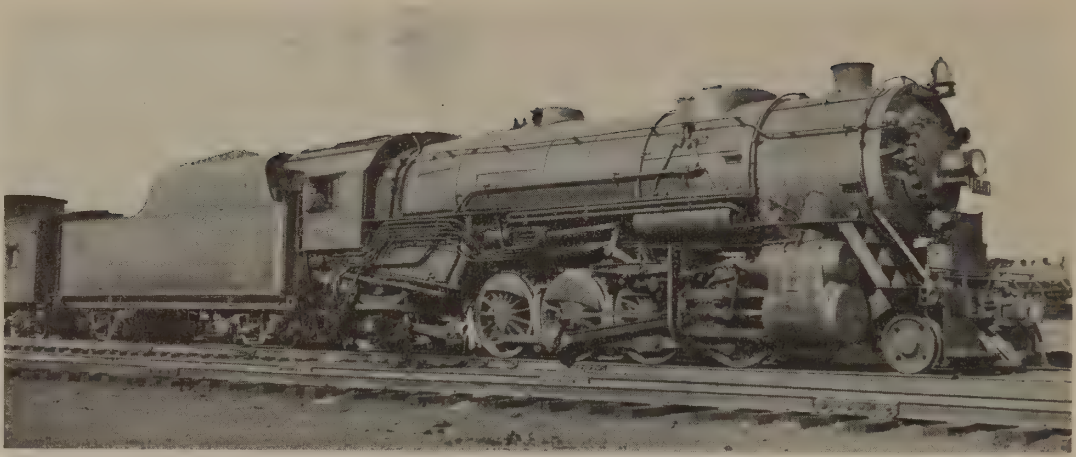
The only class of 4-8-0s on the Jersey Central totaled 51 units. C.N.J.



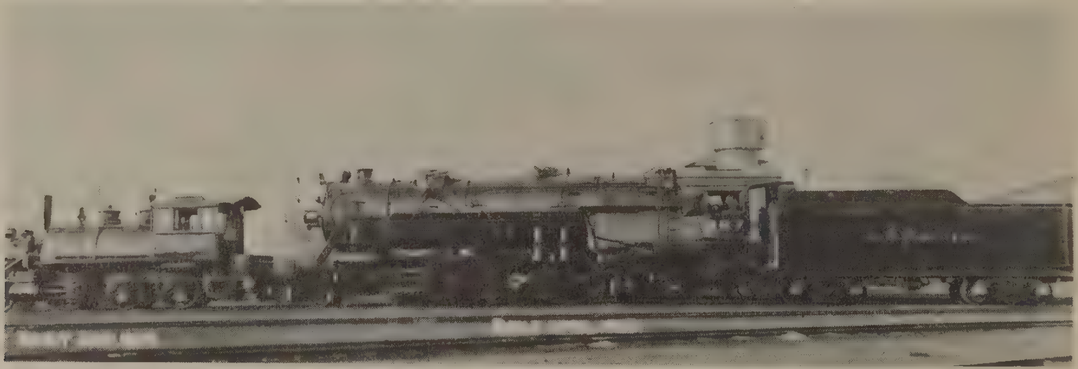
A rebuilt 4-8-0. A.E.O.

The Mikado

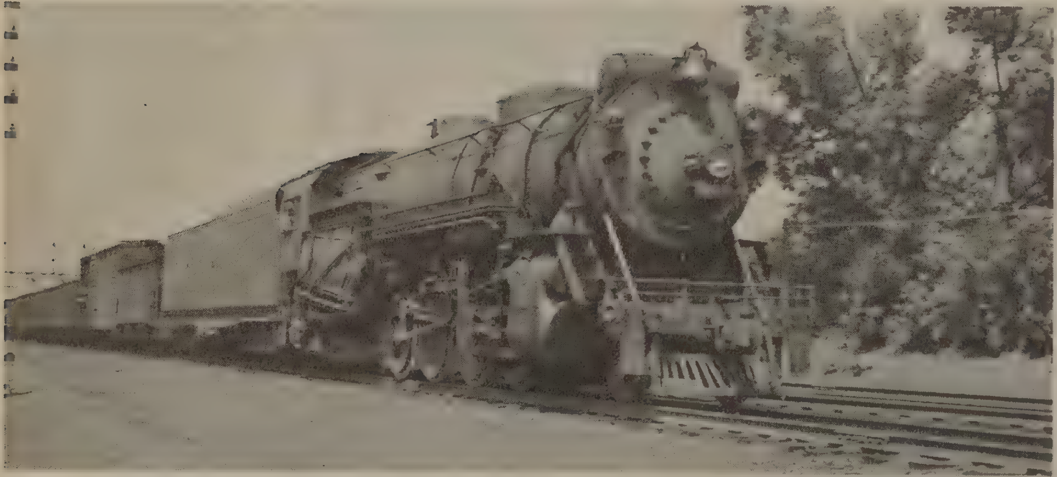
This type was developed from the Consolidation by placing a deep wide fire-box behind the drivers and providing a two-wheeled trailing truck to carry the overhang. The first of these came to the Jersey Central in 1918 under the United State Railroad Administration. Home rule design provided similar units more adaptable to local conditions and fuel. A total of 86 units powered the freight trains until replaced by the Diesel-Electric units now employed.



U.S.R.R.A. Mikado. **J.P.S.**



The big difference. **C.N.J.**

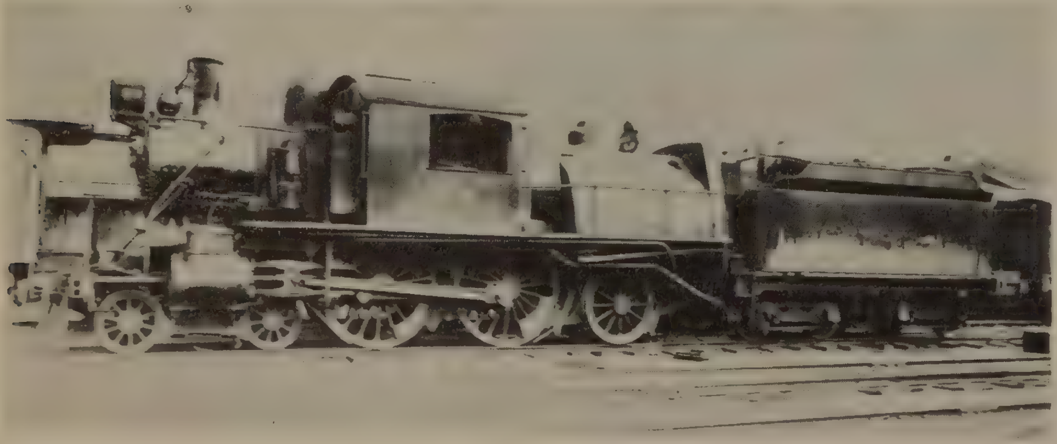


Later Mikados had Feed Water Heaters. Some had 21,000 Gallon Tenders. **W.B.C.**

Atlantic Type

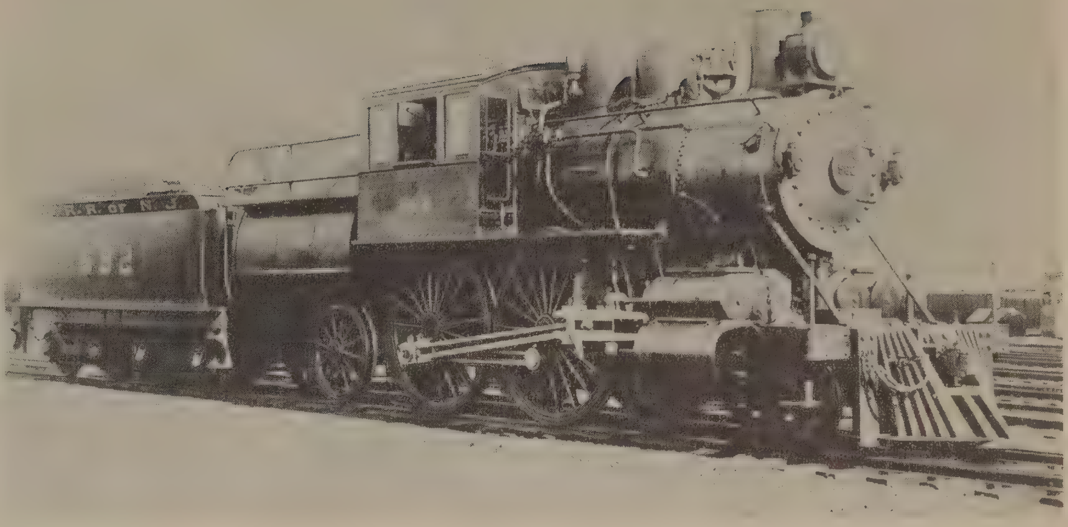
The need for fast passenger trains pre-dated a similar need in freight service by several years. As the American Type came into its own heyday, development was rapid. As goals were met, greater needs became apparent. The American had met the needs of power and speed with the then current passanger trains. But it was then known that to sustain those speeds over longer distances, more boiler capacity was needed. By placing the wide fire-box of a larger boiler behind the drivers and providing a trailer to carry it, the Atlantic was added to the growing list of locomotive types..

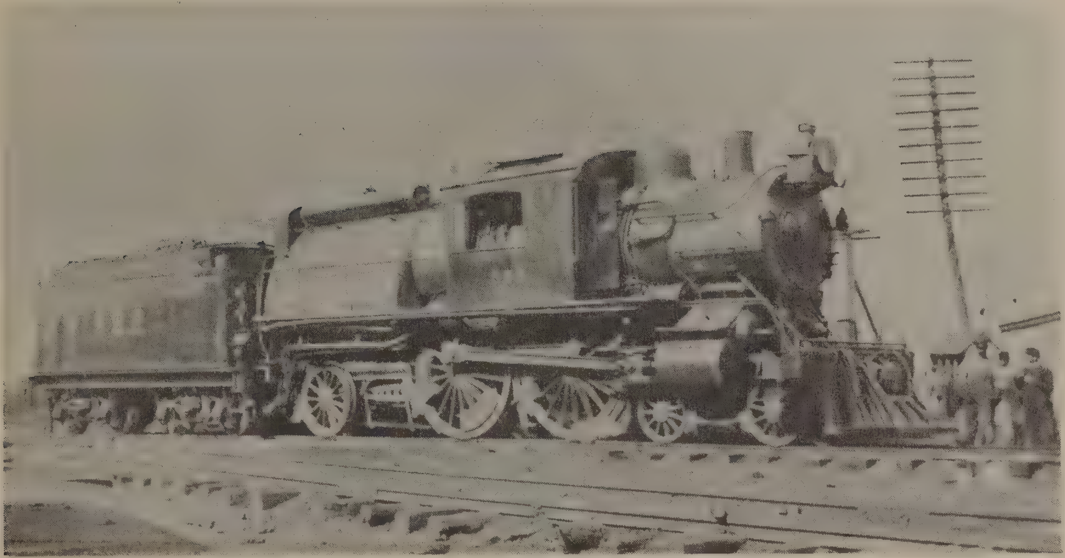
This was to be the high speed power for many years, while the Ten-Wheeler handled the heavier trains at more moderate speeds.



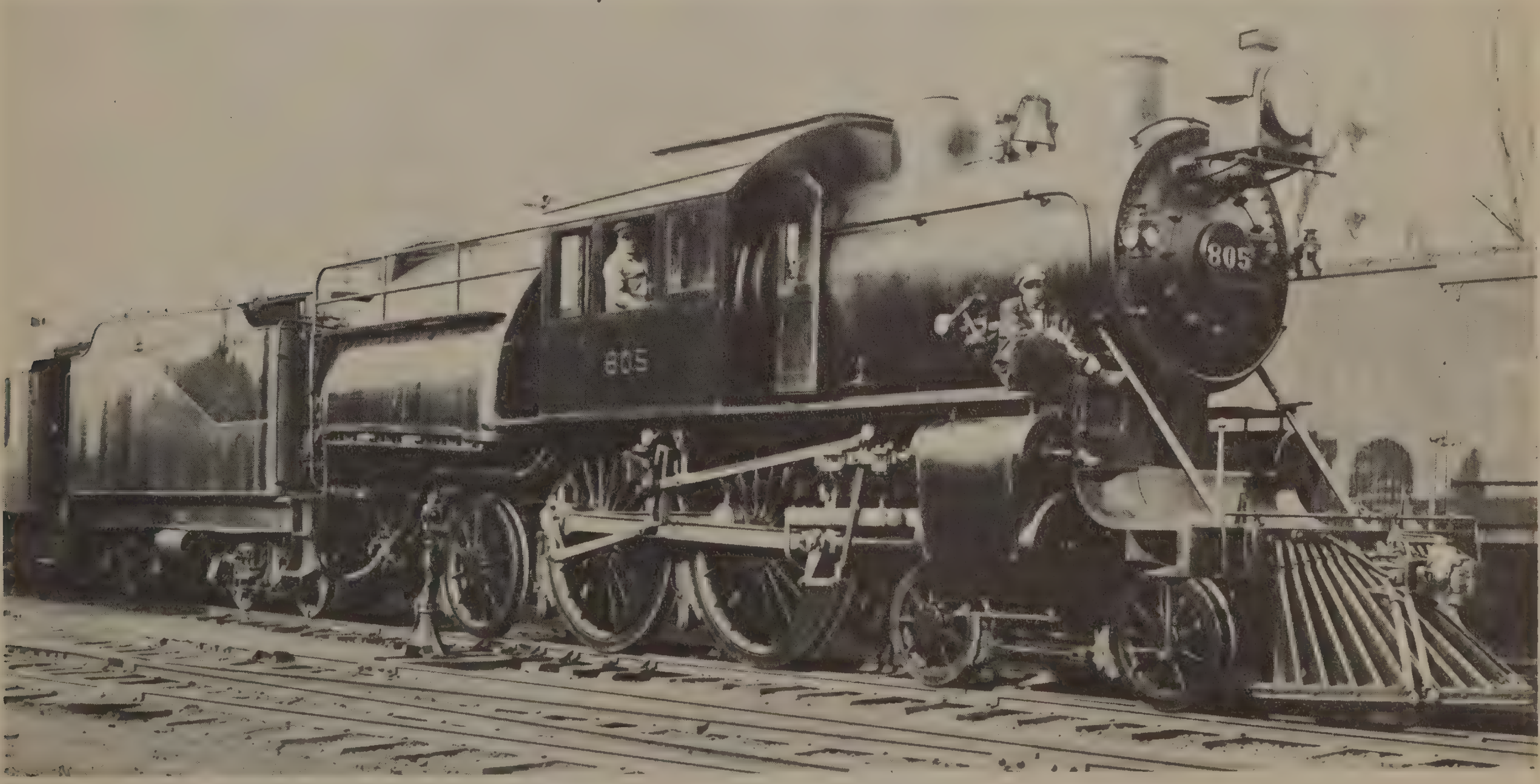
Five engines of this class were put in fast service during the 1890's. The first two had experimental cylinders which were later changed to simulate this and the later engines. **C.N.J.**

Six of this class were built in 1899 as Vauclain Compounds. After some alterations with experimental valves, valve gear and cylinders all were finally equipped with Piston Valves, Baker Valve Gear and Superheaters.





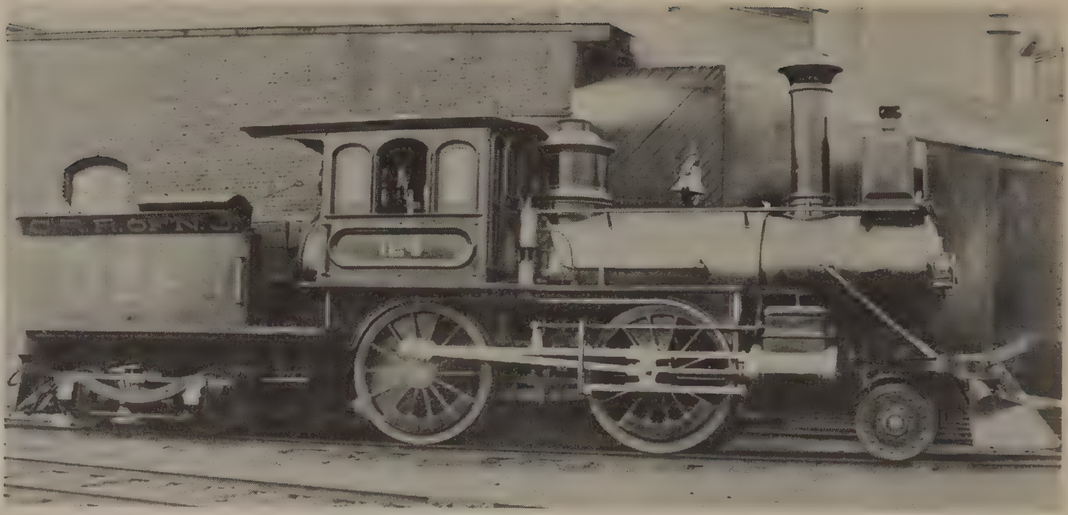
Six engines of the 590 class were built in 1901. They were later equipped with superheaters. Still later Walschaerts Valve Gears were applied and 85" drivers were replaced with' 79" wheels. They were still very fast with trains of moderate weight. 592 is now on display in the B.&O. R.R. Museum at Baltimore, Md. C.N.J.



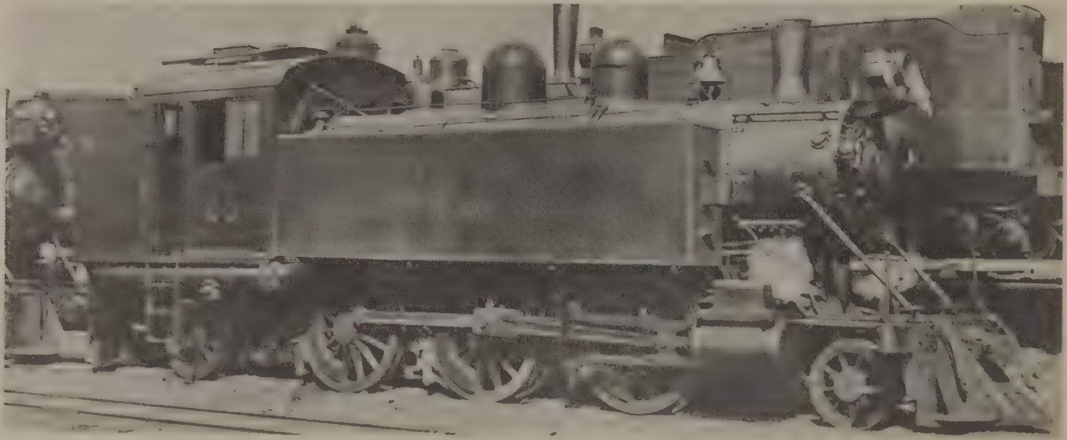
Latest and most handsome Atlantics were built in Reading shop in 1912. C.N.J.

Newark presented a problem with its lack of space and stub-tracked passenger station. Most of its trains were of shuttle nature, since the distance to Jersey City was but eight miles and to Elizabethport seven miles. No facilities were provided to turn the engines. Likewise engines could not be turned at South Amboy or Chrome where some local passenger runs terminated.

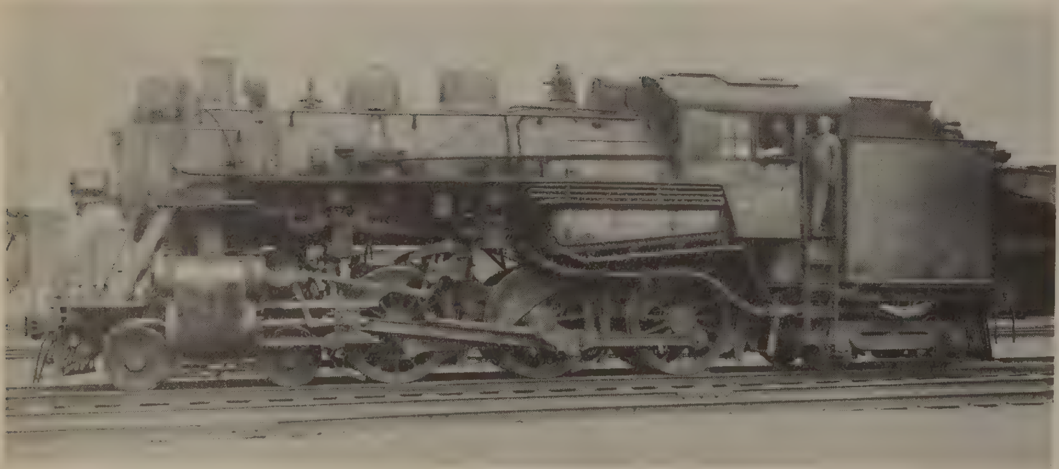
Three classes of Suburban Tank Engines were, in turn, used in this service. However this was not an exclusive feature, as these engines ran to other points and road engines ran to Newark. Many of the road engines so used had pilots attached to their tenders. Water was often a real problem due to the small tank capacity. Toward the end of steam operation road engines with back pilots became the only passenger power working to Newark.



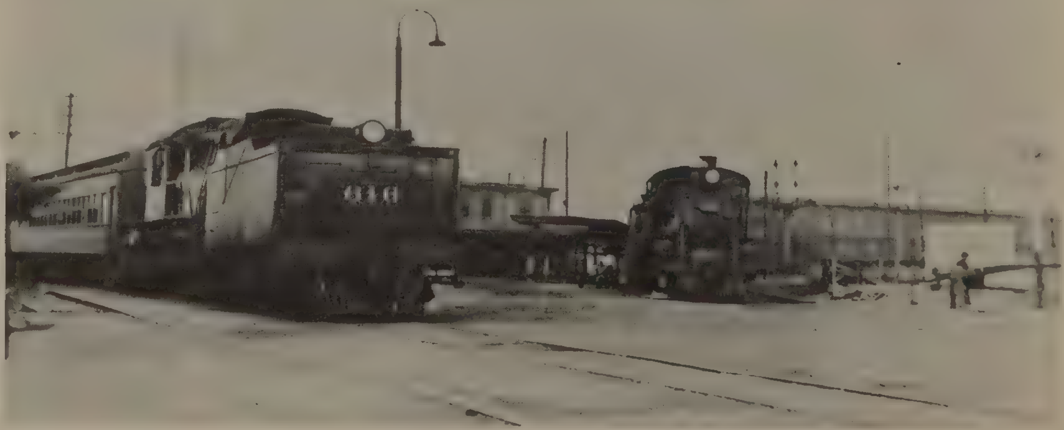
124 and 125 were built in 1871 for service on the Newark Branch.
H. W. Smith 1890



Twenty-five 2-6-2 Tank Engines were used, starting in 1903. Most of these were later equipped with superheaters. Some were originally used on the Long Island RR. A.E.O.

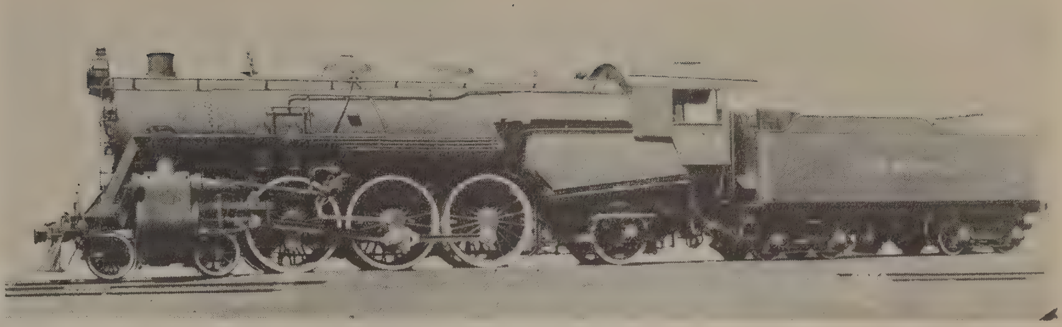


Six 4-6-4 Tank Engines were built in 1923 with superheaters and feed-water heaters. C.N.J.

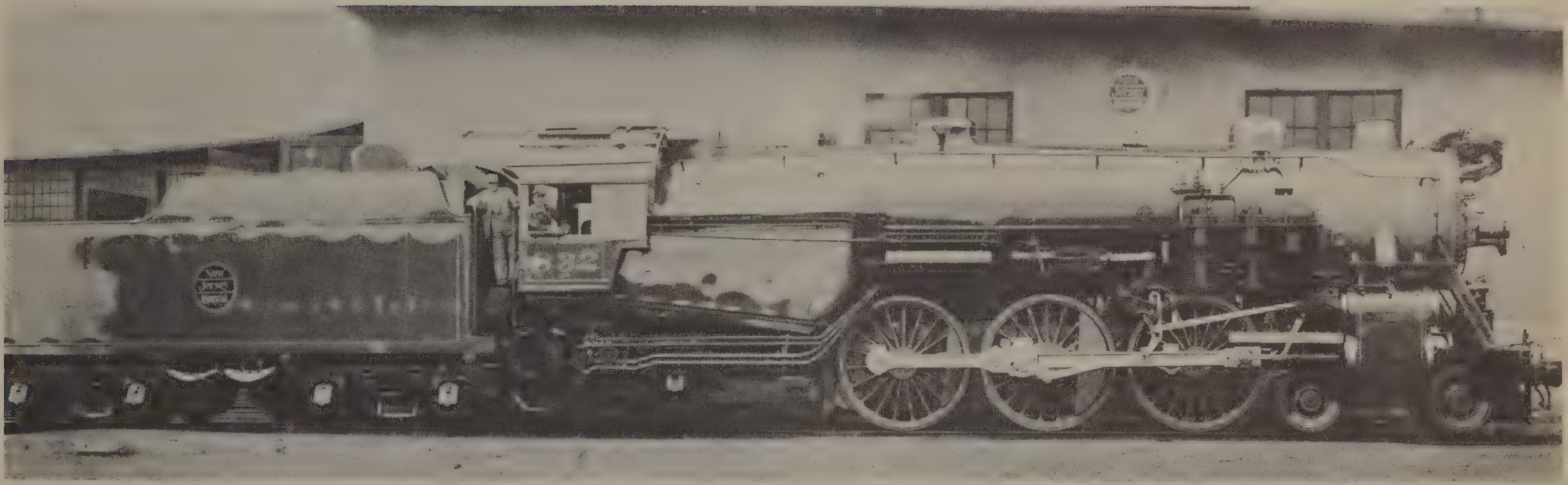


Connecting train from Newark and Matawan local from Jersey City meet at the old Elizabethport station. Note the rear pilot on 616. C.B.C.

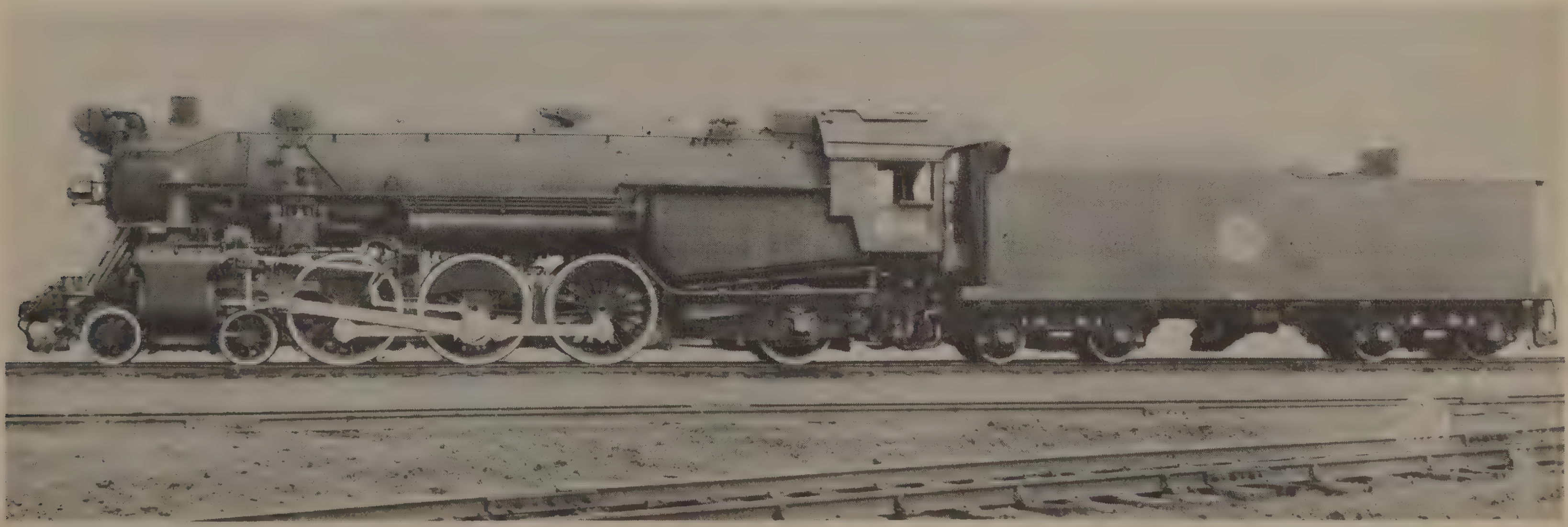
Fast passenger trains became heavier with steel cars, and increased patronage to a point where the Atlantic could not handle them. The Pacific 4-6-2 was a natural development for this class of service. With their big wheels they could meet the fast schedules and their power permitted hauling freight trains when required.



Six Pacifics with 79" wheels came in 1918. B.L.W.



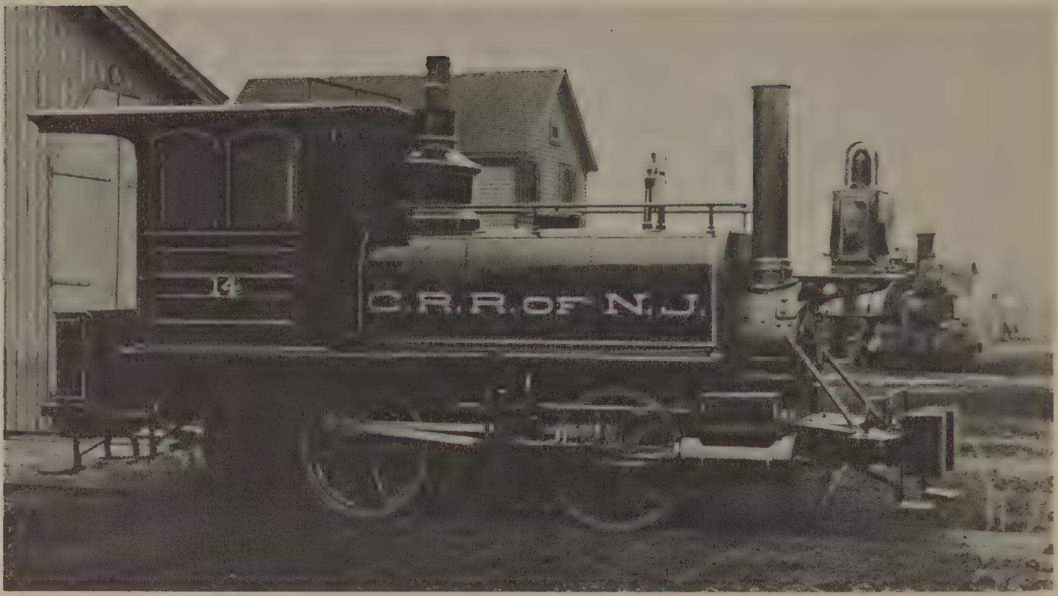
Pacifics built in 1928 had stokers and feed-water heaters. 831-2-3 were later painted blue for "The Blue Comet." 834 was olive green for "The Bullet," 835, remaining black, hauled the "Queen of the Valley." C.N.J.



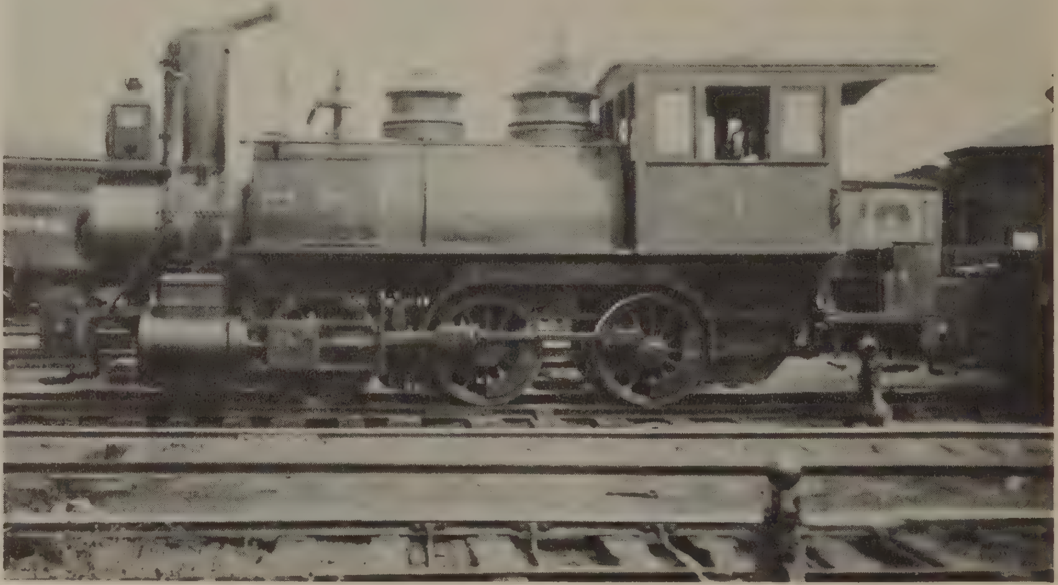
The last five Pacifics were constructed in 1930. They were of a compromise design to clear a restricting tunnel at Lansford, Pa., with the "Williamsporter" and to handle the heavy mail trains between Bethlehem and Scranton. They are practically of the same dimensions as the Comet engines except for their 74" wheels, which reduced the height by two and one half inches and made them more powerful. Speed was not appreciably reduced by the smaller wheels. B.L.W.

In the beginning, road engines coupled their own trains and placed cars from their trains as required. By the time business increased to require several trains to be run each day, the work of gathering cars, making up trains and spotting cars from inbound trains consumed too much time to be included in a road trip. Older and nearly obsolete road engines were assigned to switching service. During a day's work these could make up several trains and break up others and spot their cars for unloading. This permitted road engines to be used entirely for their intended work, coupling to their trains and hauling them over the road. As ever, they picked up and set out cars at places en route where there is not enough switching work to employ a switching crew.

Engines were then built especially for switching. Their outward appearance was generally that of road engines minus leading and trailing trucks, which were not needed to guide the drivers at the slow speed used in this type of work. Since they were never far from the roundhouse, the early switchers were tank-engines. The limited coal and water supplies became an irksome feature as business increased. Consequently, later designs included separate tenders of ever-increasing sizes. Imagine if you can, a yardmaster with a road engine and crew waiting for a train to be made up, another train entering the yard and the switch engine needing water and/or coal. The later switchers could work an eight-hour shift on a tank of water and go two or more days on a tank of coal. Today's diesels average about three days on a tank of fuel oil.

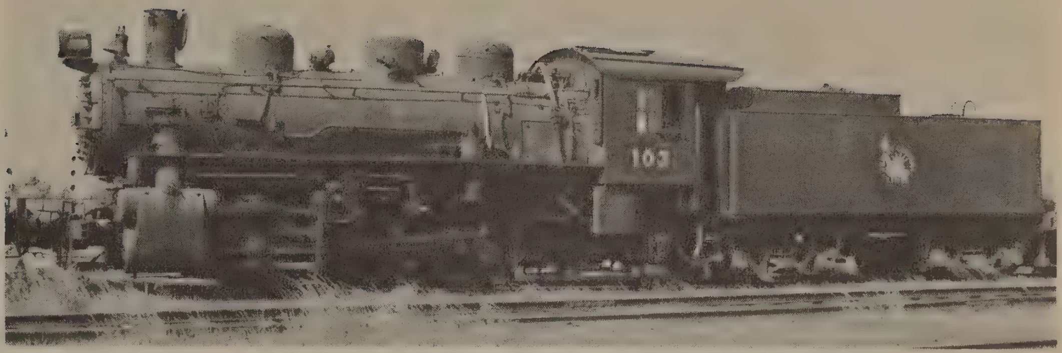


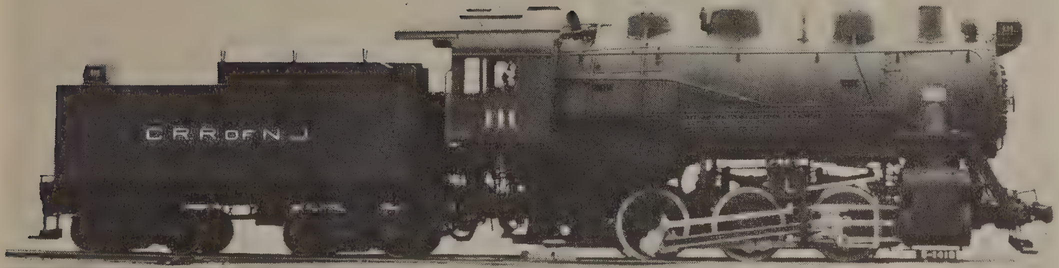
Early Switchers were four and six wheeled Tank Engines. H. W. Smith 1890



Separate tenders permitted longer working between drinks. A.E.O.

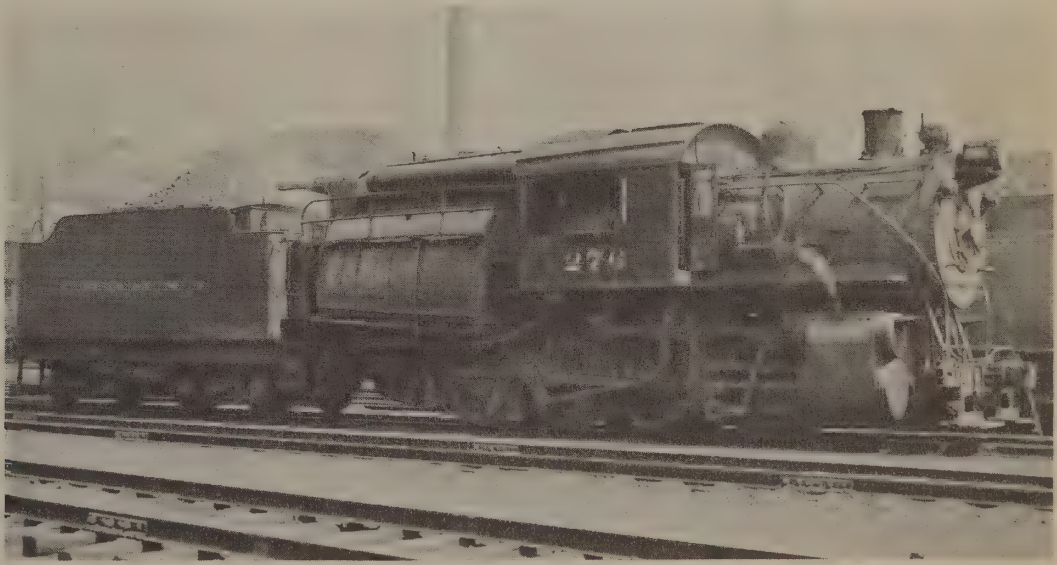
U.S.R.R.A. engines in 1918 were the first Jersey Central Switchers equipped with superheaters. W.B.C.

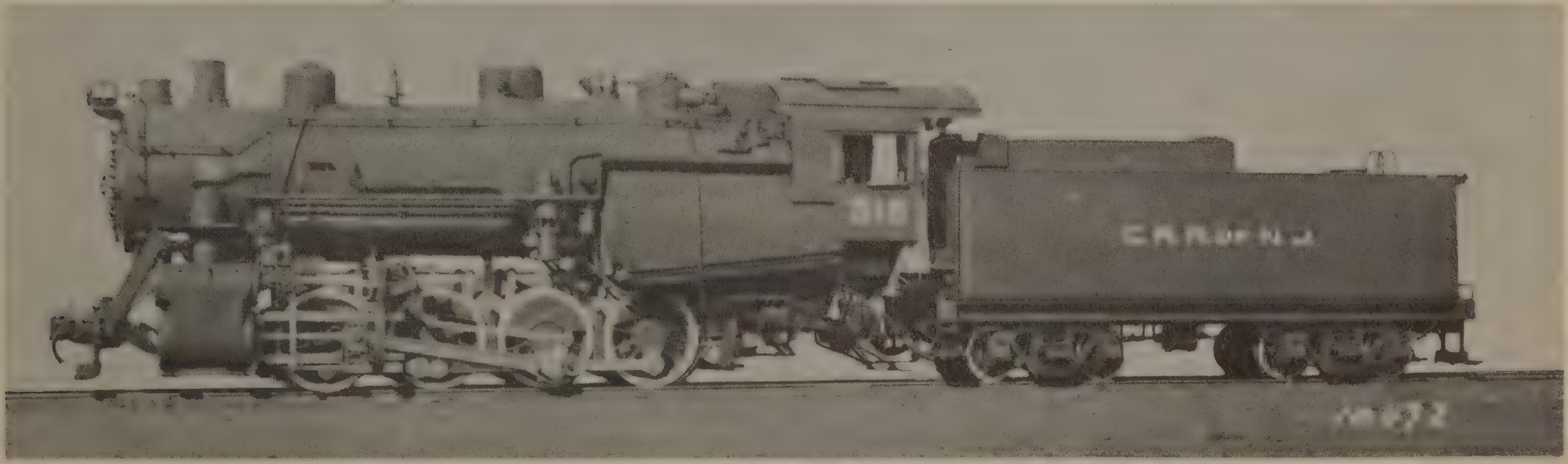




Heavy six-wheeled switchers were built in 1923. A. L. Co.

Class E 1 used saturated steam. A.E.O

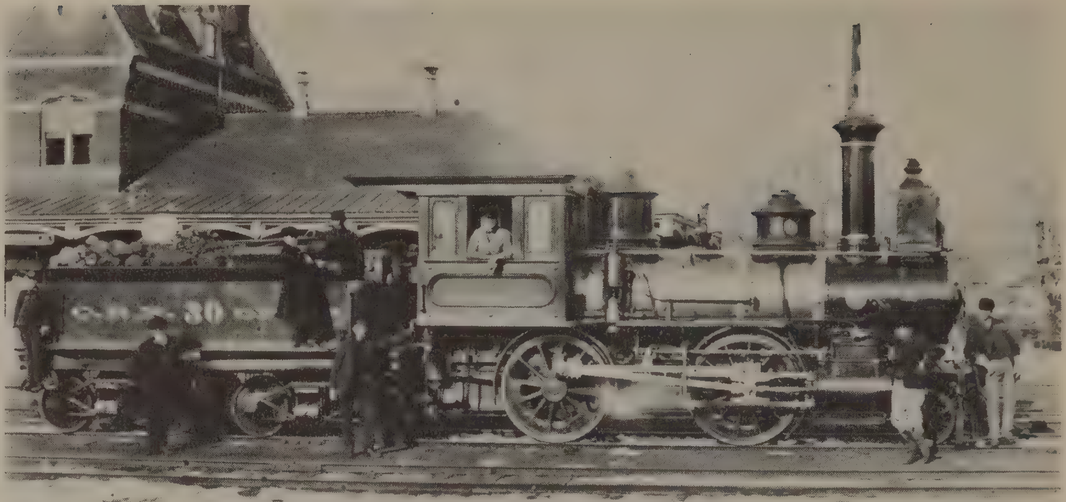




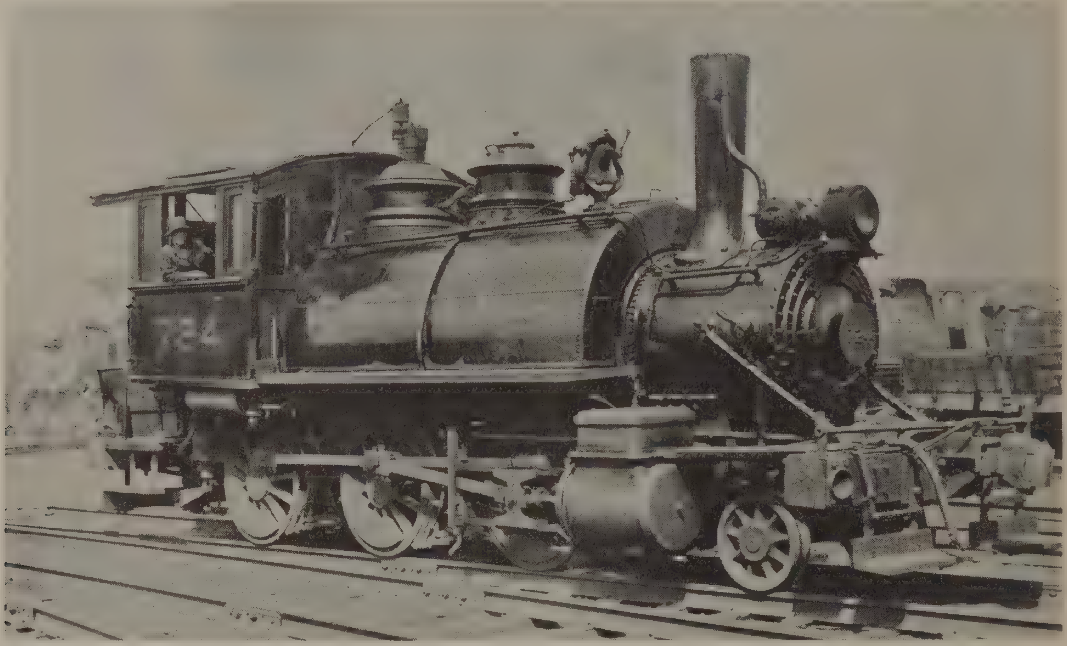
Later Eight-Wheeled Switchers had Superheaters. B.L.W.

While switchers generally carried all their weight on driving wheels, there were a few during the 1870's with engine trucks. Some also had trailers. There were some uncommon types of road enginess built at about the same time. These were of the 2-4-0 and 2-4-2 types. The former were used in road switching and local freight work, while the latter were suburban passenger engines.

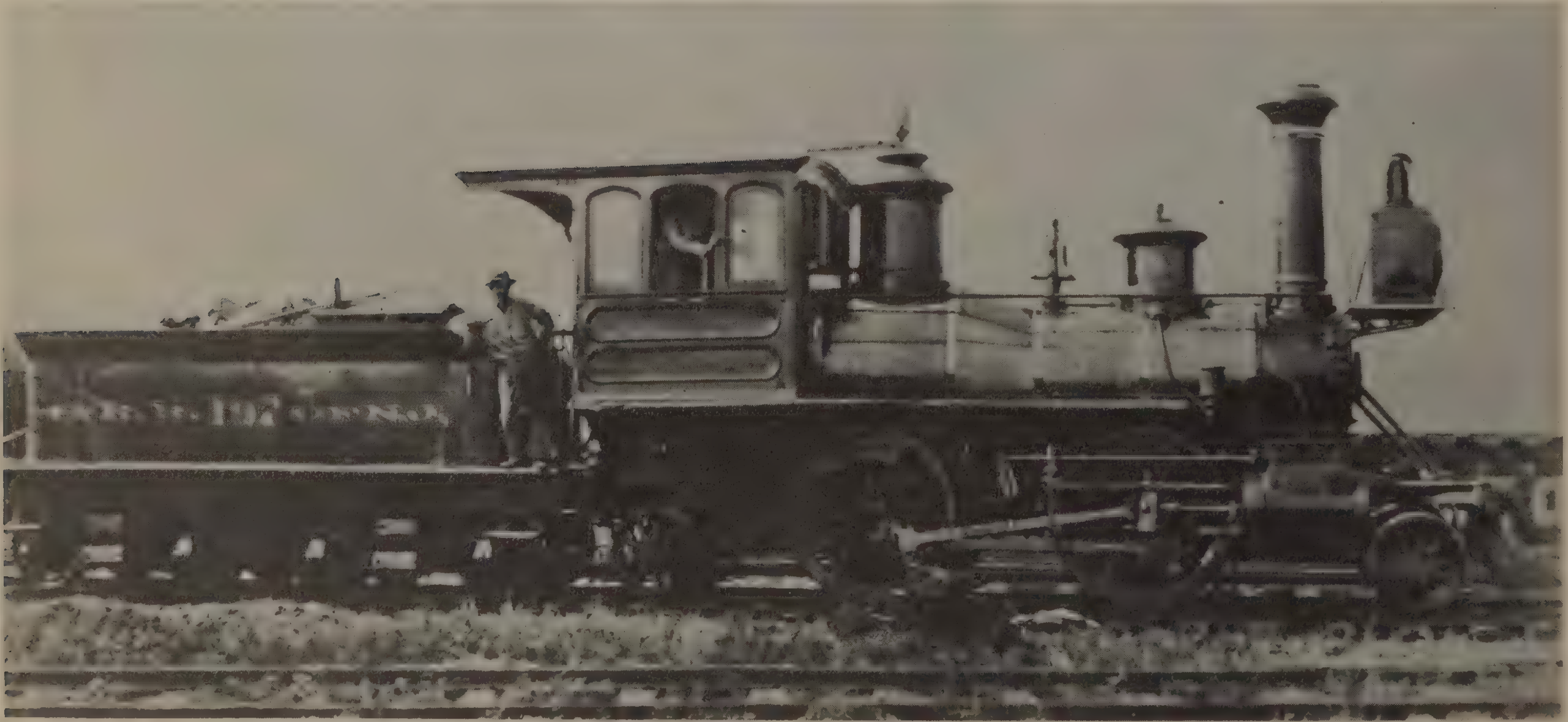
The Inspection Engines have been much publicized. They are illustrated here solely to include all classifications under one cover.



A Road Switcher at Plainfield. **Smith**

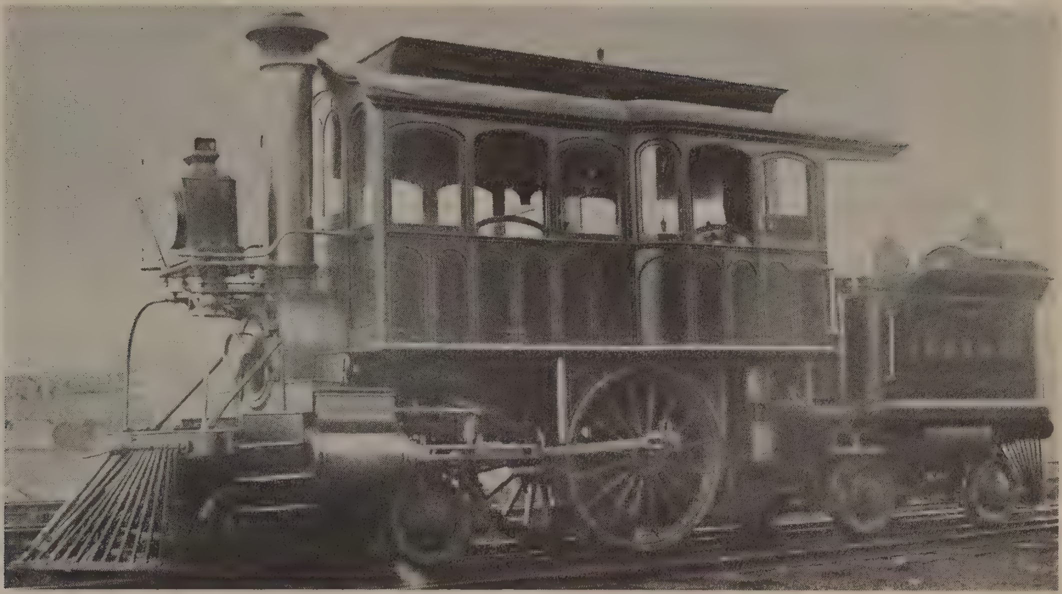


Switcher with engine truck. **C.N.J.**

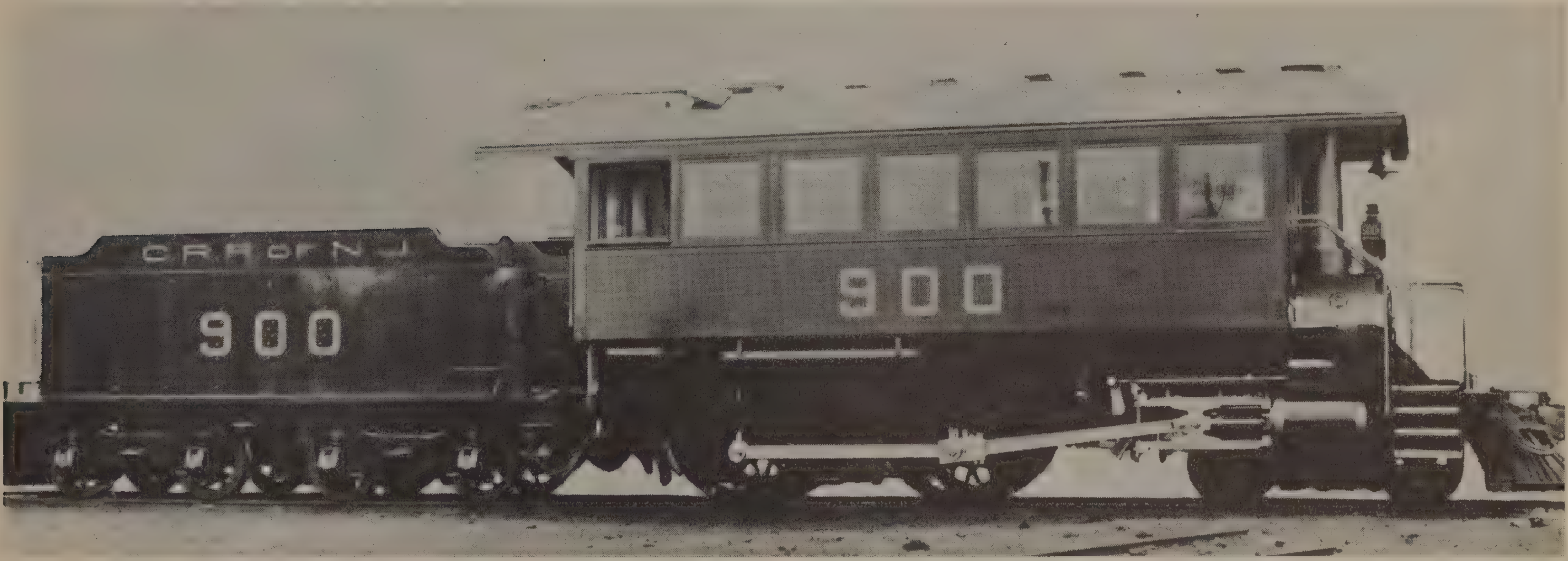


Trucks were later removed, making this engine a switcher. **Smith**

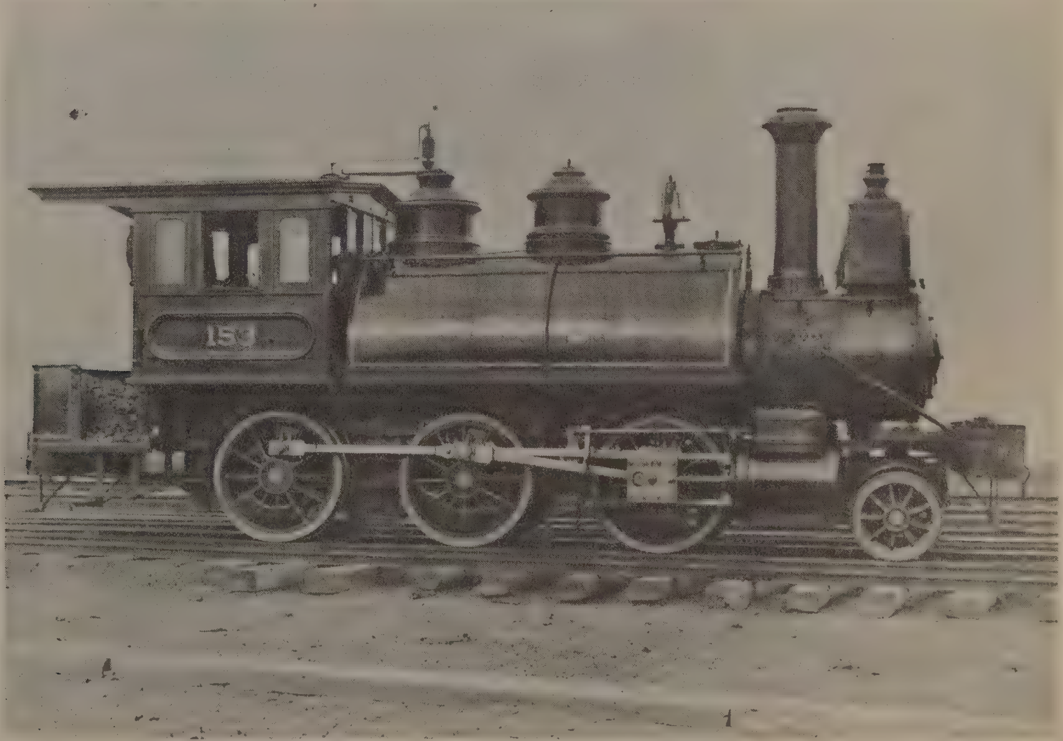
The Jersey Central's two Inspection Engines.



The Star Smith



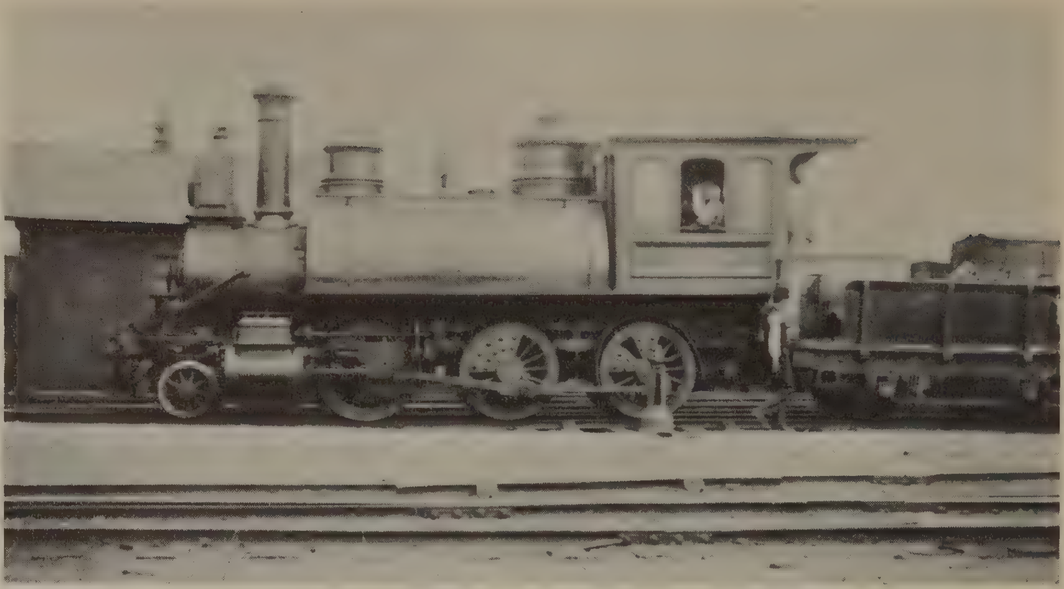
900 later renumbered 999. BL.W.



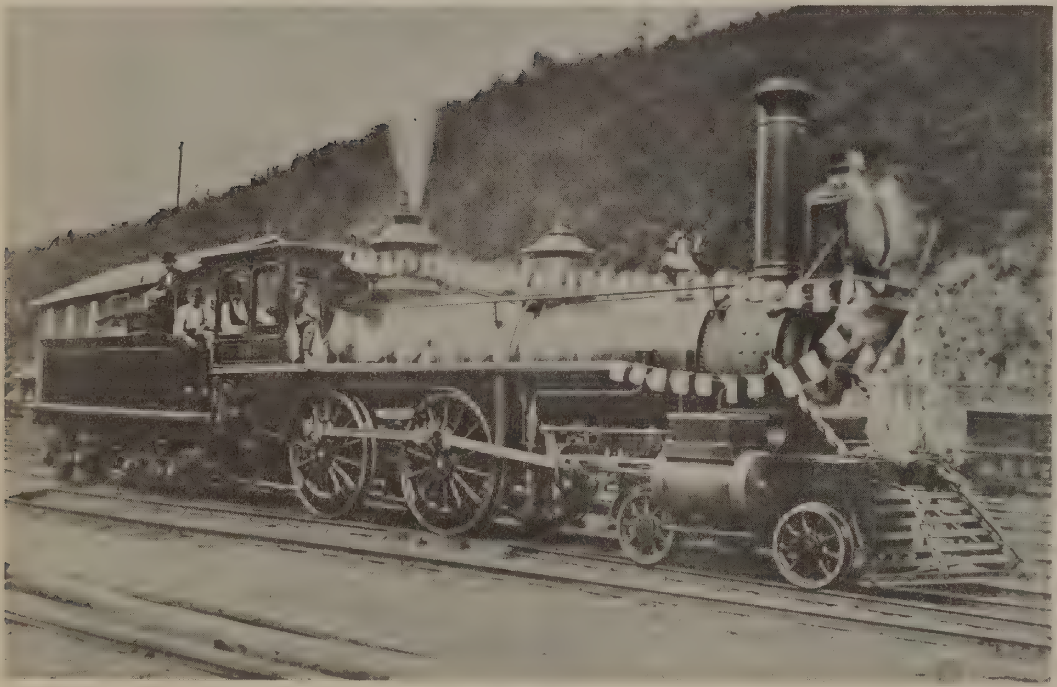
Earlier photo of switcher with engine truck. H.W.S.

The Jersey Central is composed of several smaller roads. Some were acquired by lease, some by purchase and others owned but built under separate charters. Those which were operating when taken into the fold were using their own equipment. Some of this was sold. Some pieces were put to work on the enlarged Jersey Central. They were relettered and renumbered accordingly.

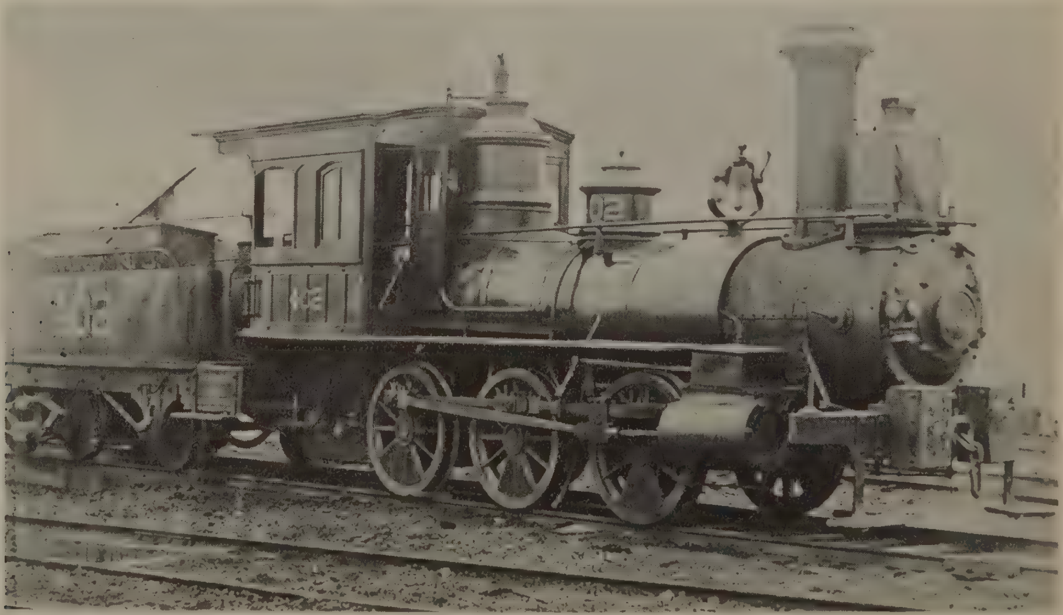
Some of the latter are shown here.



Former Lehigh and Susquehanna R.R. Switcher. No. 33. H. W. Smith 1890

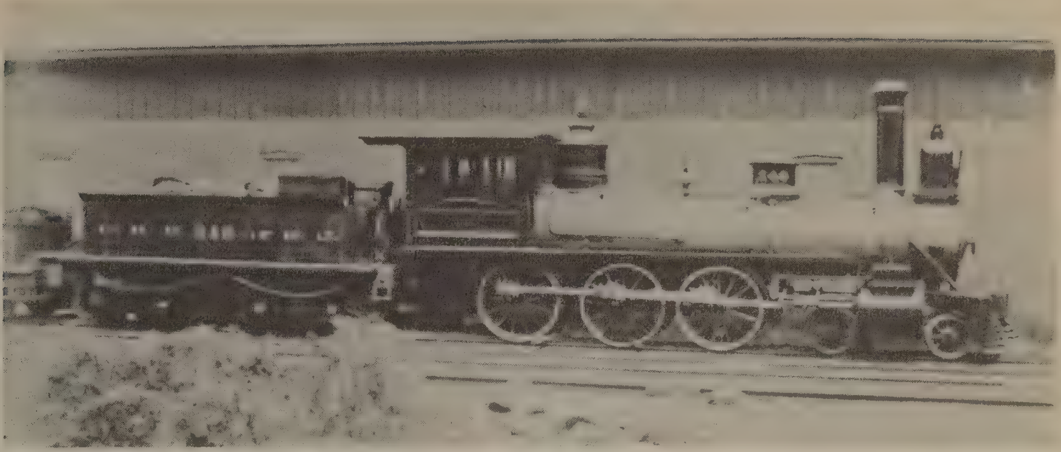


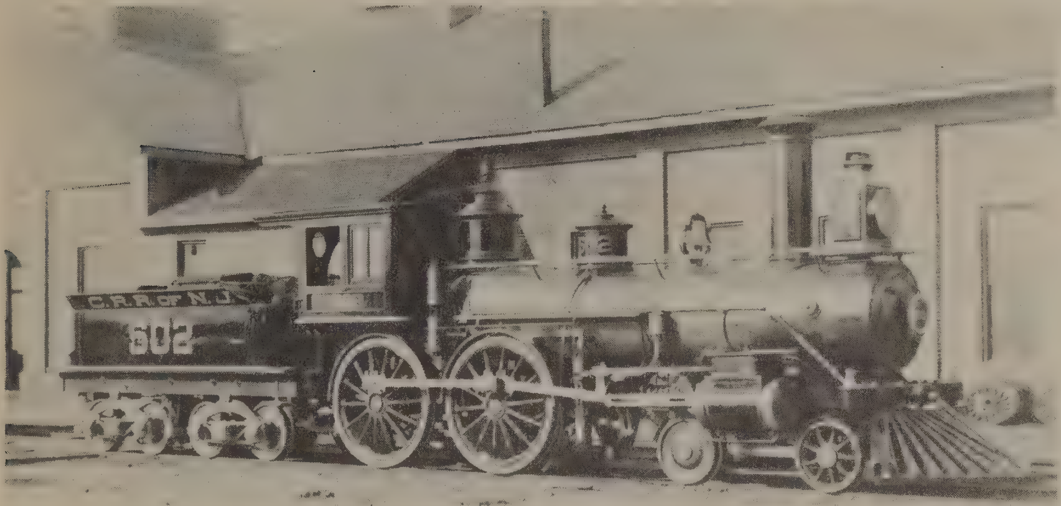
L&S Passenger Engine No. 38



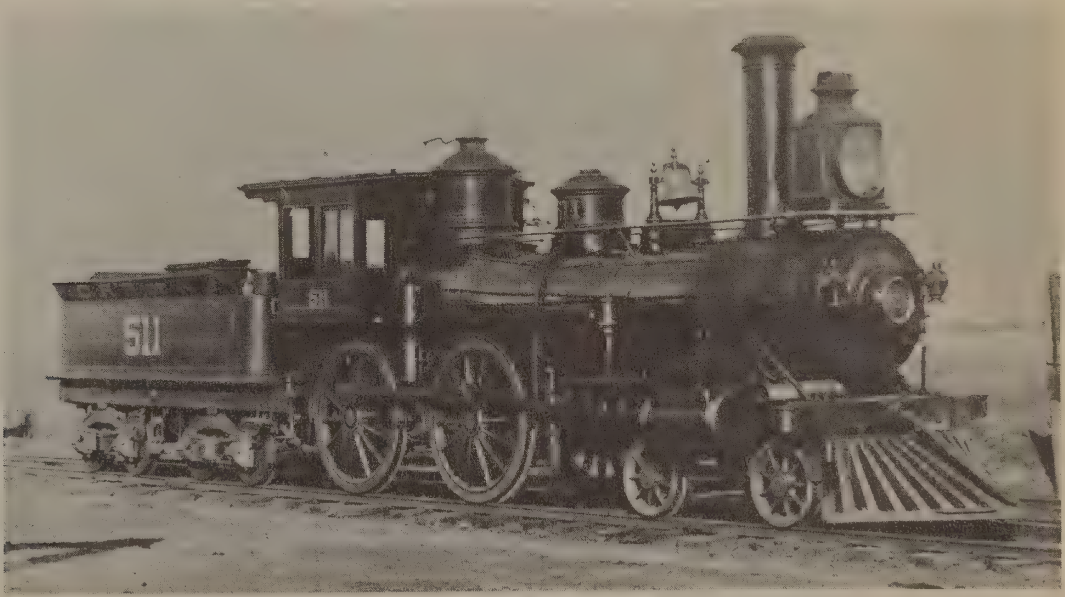
Formerly Ogden Mine RR Engine No. 2. H. W. Smith 1890

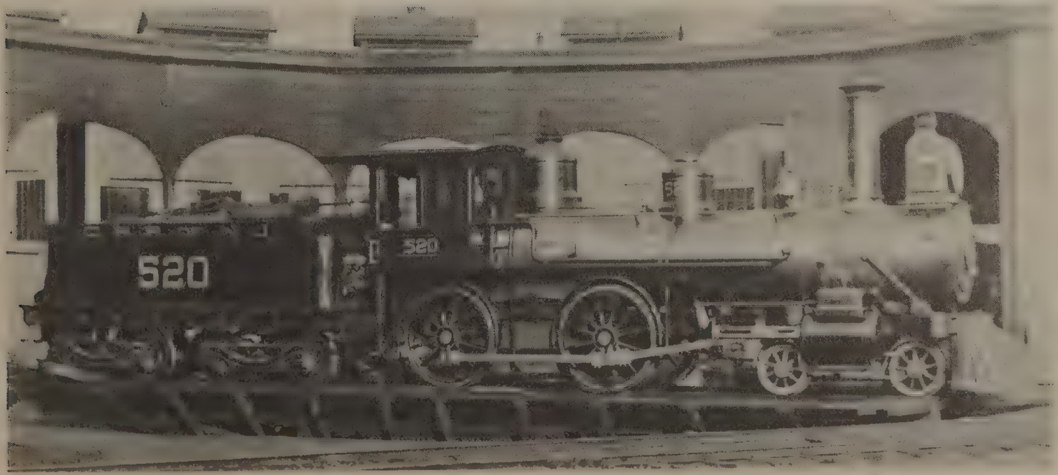
L&S Freight Engine No. 49. Smith





4-4-0s Nos. 501 to 519 were former New Jersey Southern R.R. engines. H. W. Smith





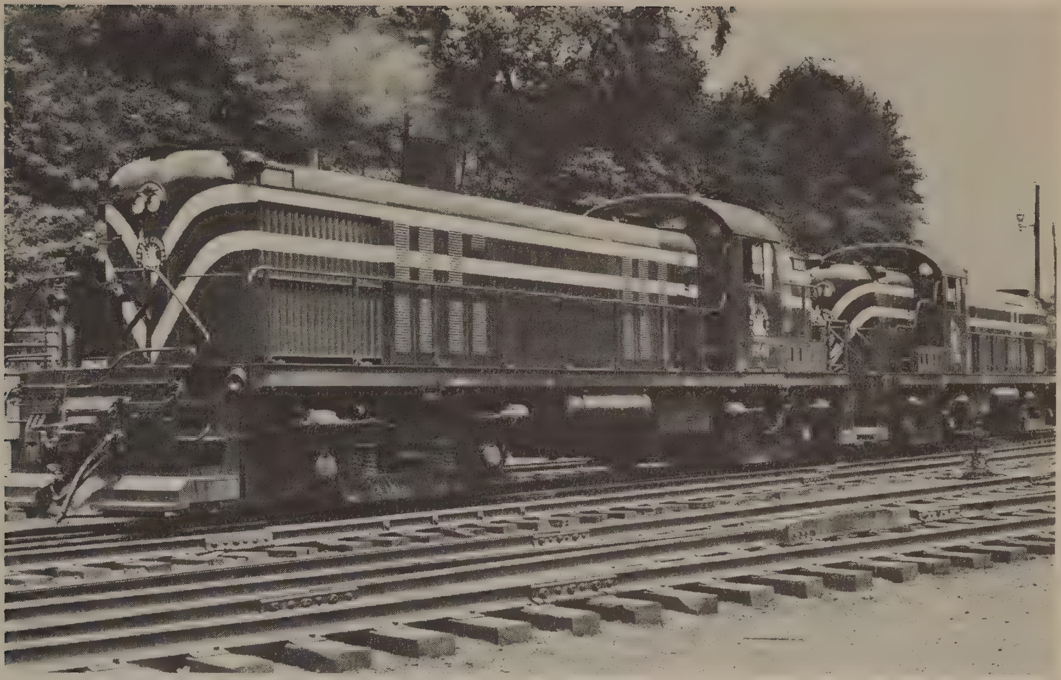
Formerly Cumberland and Maurice River RR No. 1. H. W. Smith 1890

At time of writing, March 1963, all Jersey Central locomotives are diesel-electric. They are in Four general classifications, 1, Switching; 2, Freight; 3, Passenger; 4, General Service. Due to the generally suburban nature of CNJ passenger service, the passenger engines are no longer is use. All passenger trains are hauled by General Service units, which are also used in freight and yard service as needed. This pooling of power has permitted eliminating six passenger units without creating a shortage.

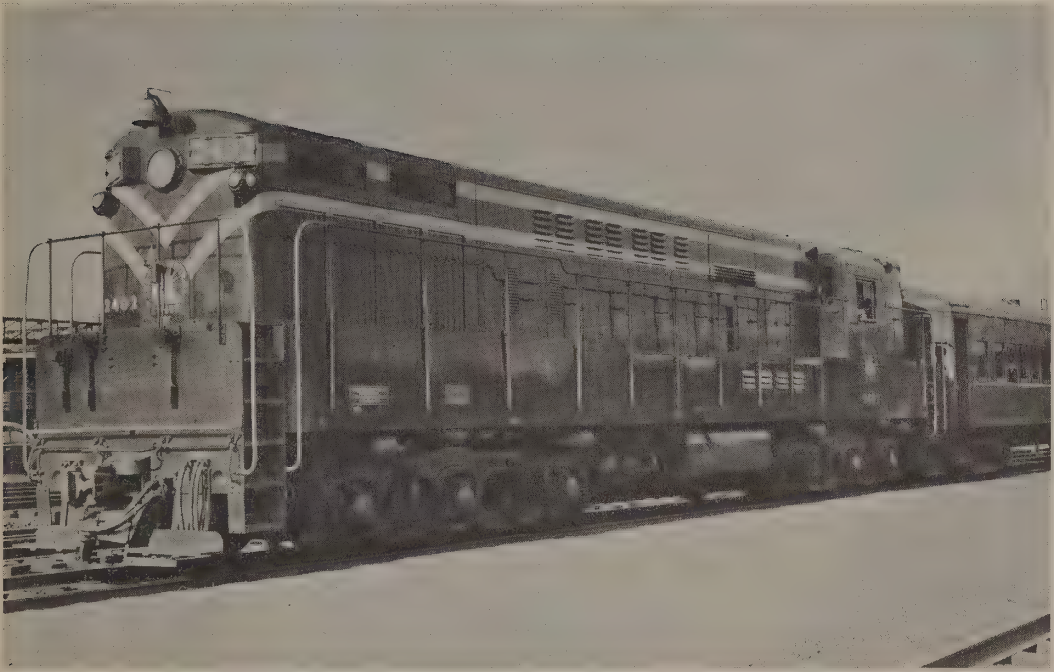
Diesel Switcher. **A.Q.V.**

Diesel Freight.

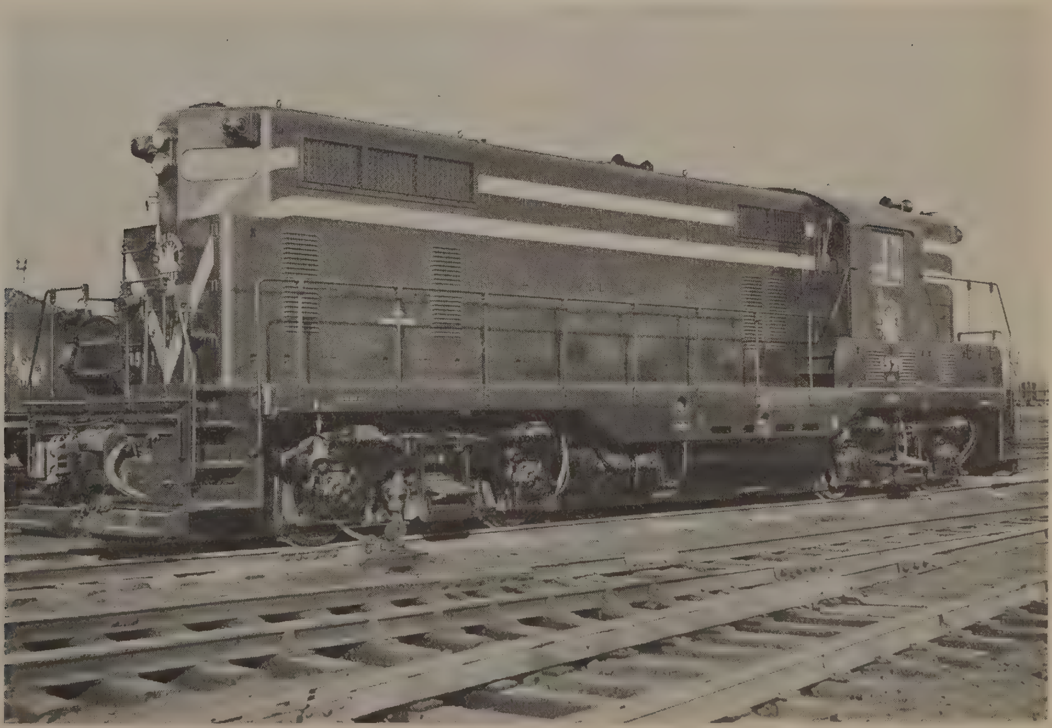
Diesel Passenger. **A.Q.V.**



General Service Alco A.Q.V.



General Service Trainmaster. A.Q.V.



General Service EMD. A.Q.V.

SECTION 5: CARS

Except for some of the best passenger equipment, railroad cars do not attract attention as do locomotives. They are nonetheless essential to railroad service. They may be classified into three major groups, each including several sub-classes according to use and construction. The general designations are 'passenger,' 'freight' and 'non-revenue.'

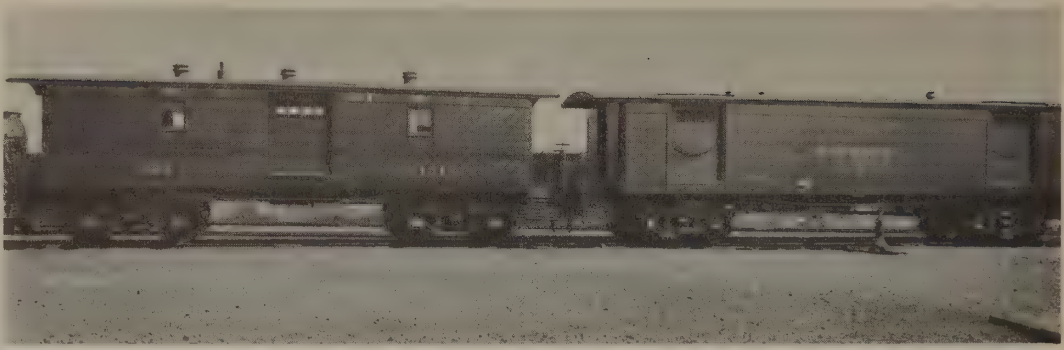
'Passenger' includes all types of cars used in passenger train service, which includes mail and express as well as passengers and their baggage.

'Freight' comprises all revenue shipments other than the above, by carload or less, in packages or cases or in bulk, in railroad — or privately-owned cars. Some cars are specially constructed to carry certain commodities such as autos, trucks, trailers, bulk coal, cement and other products. Some have special loading and/or holding devices to accommodate certain shipments. Perishables are carried in insulated cars which may be cooled or heated as required. Liquid freight is transported in tank cars. Livestock and some perishables are carried in specially ventilated cars.

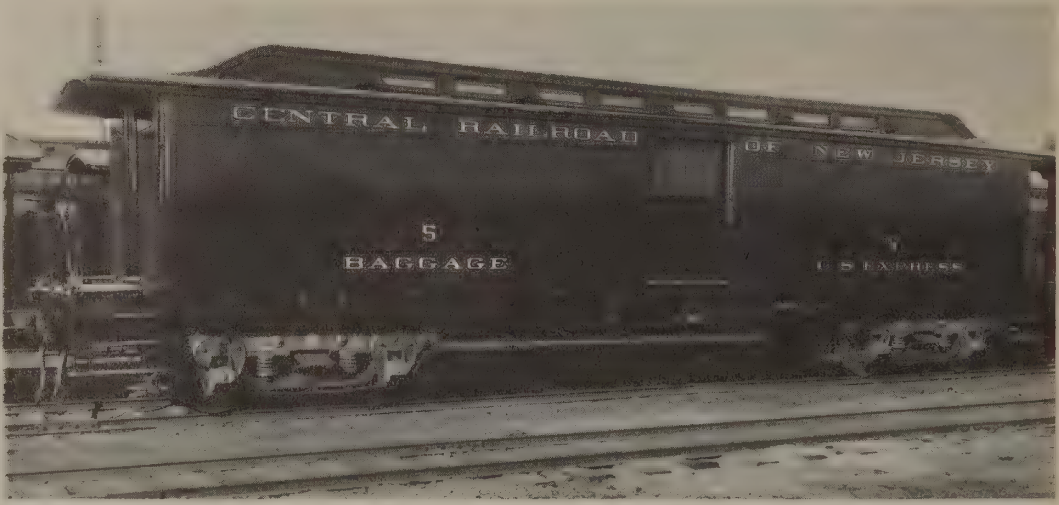
Non-revenue cars are all of the others used on the railroad for conducting its business, for maintenance and for material supply. Cabooses, although generally associated with freight trains, beloing to the non-revenue group. Official or business cars are under this classification as are all itmes of work-train equipment, which include rail-mounted cranes and other machines.

In recent years, highway-driven and other off-rail equipment has supplemented and, to a great extent, replaced the work train. This permits most of the track and roadway work to be done expeditiously and with a minimum of interference with train movements.

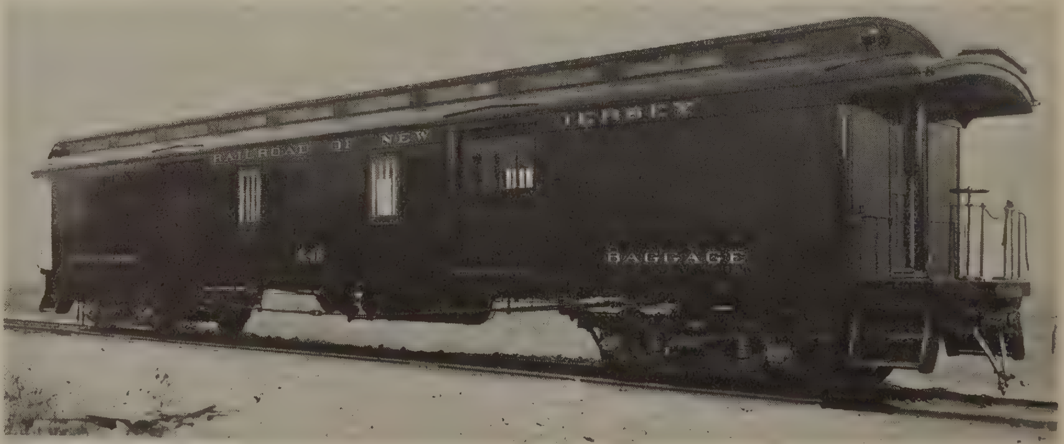
Passenger Cars. Open-Platform



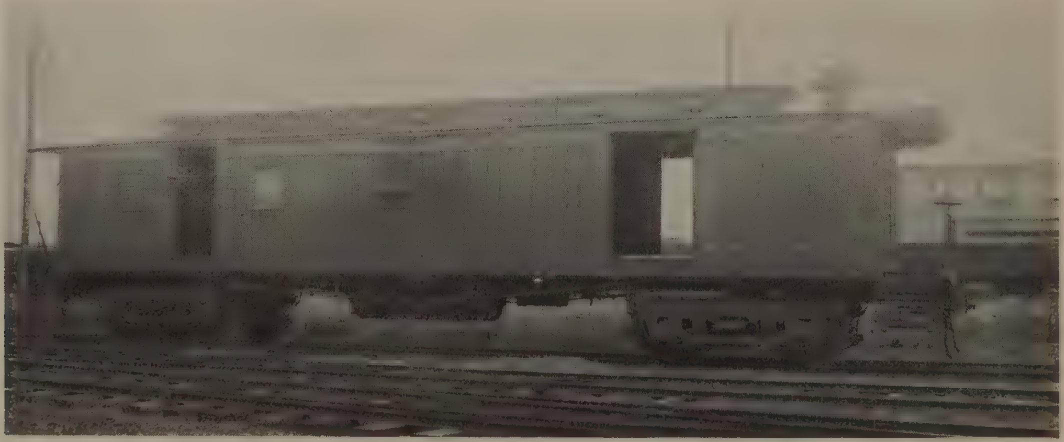
Early Baggage Cars. C.N.J.



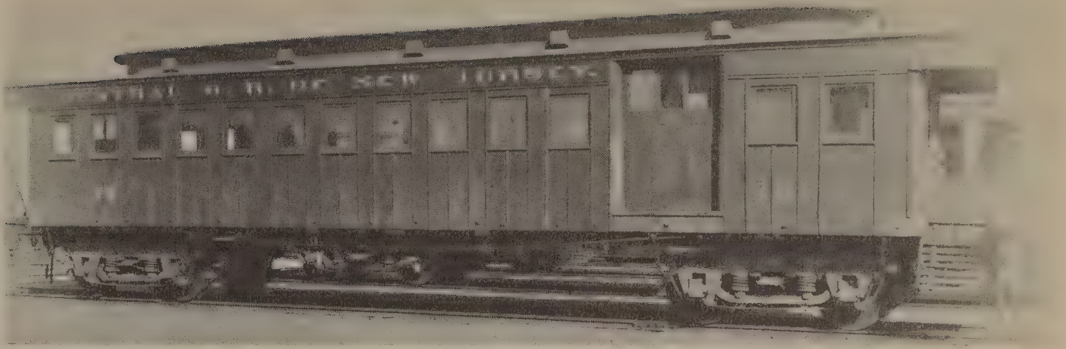
Baggage Car. C.N.J.



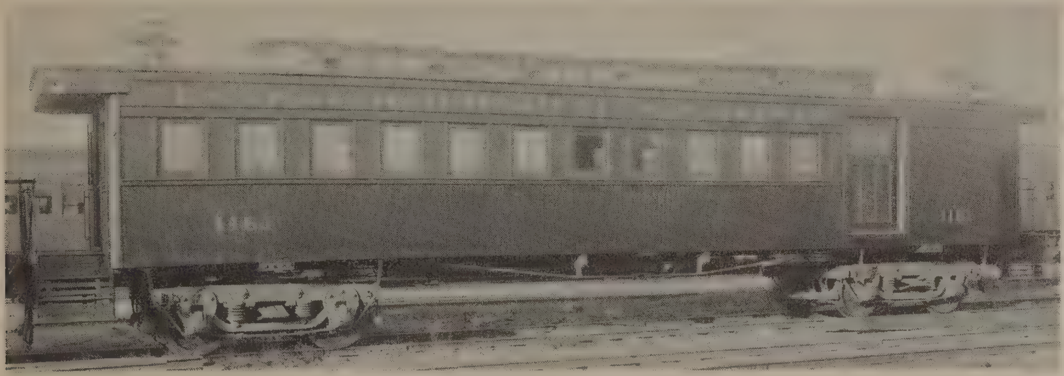
Baggage Car. C.N.J.



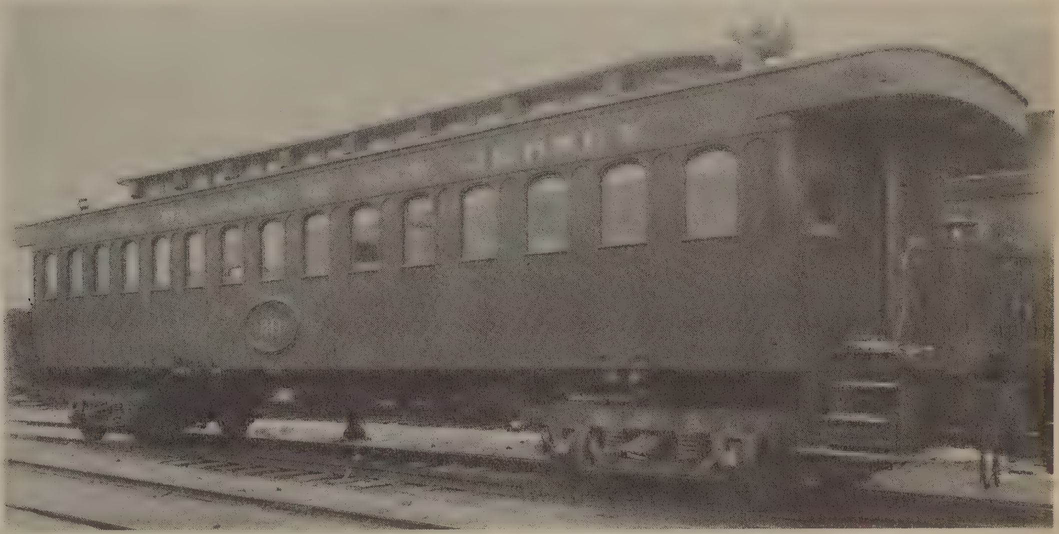
Early Mail Car. C.N.J.



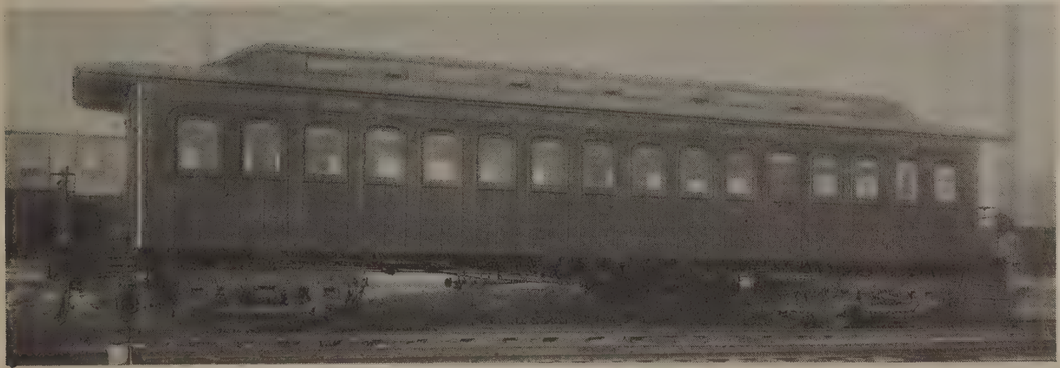
Early Combine, showing truss-rods to strengthen the wooden frame and battens to make the siding weather-tight, also an old style clerestory roof.



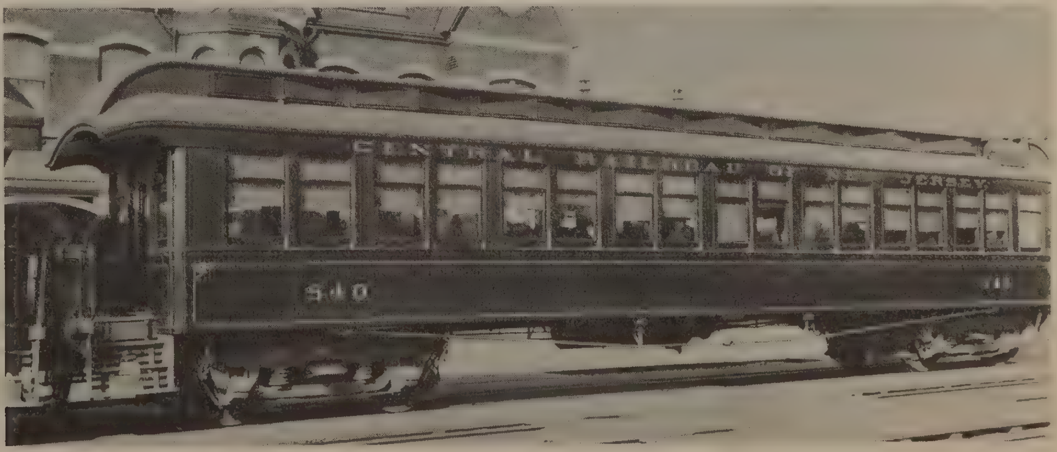
Later Combine showing upper deck sash, tongue-and-groove siding and smoke-jacks for the stoves used in heating. C.N.J.



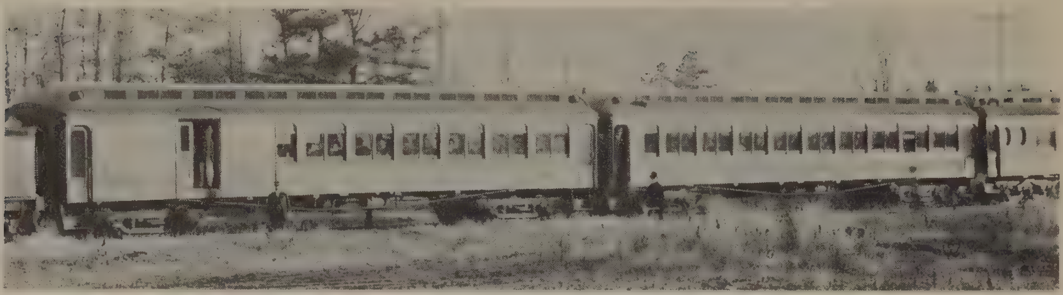
Coaches were generally similar to the combines in period construction. C.N.J.



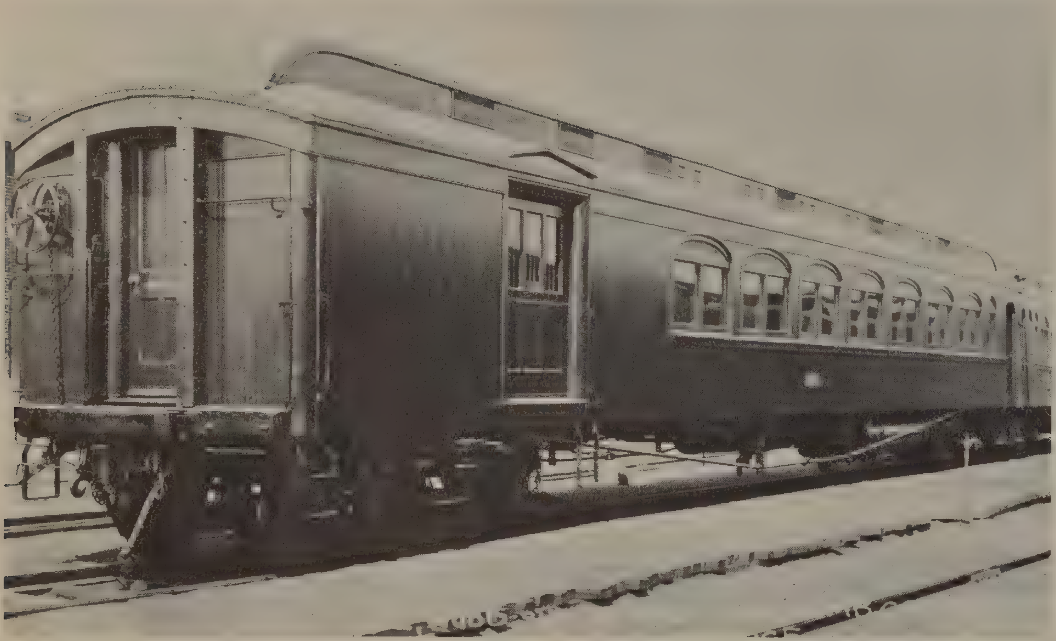
An early coach, photographed after Pinstch Gas Lighting and Steam Heating were added. C.N.J



The later open-platform coaches were quite ornate. C.N.J.

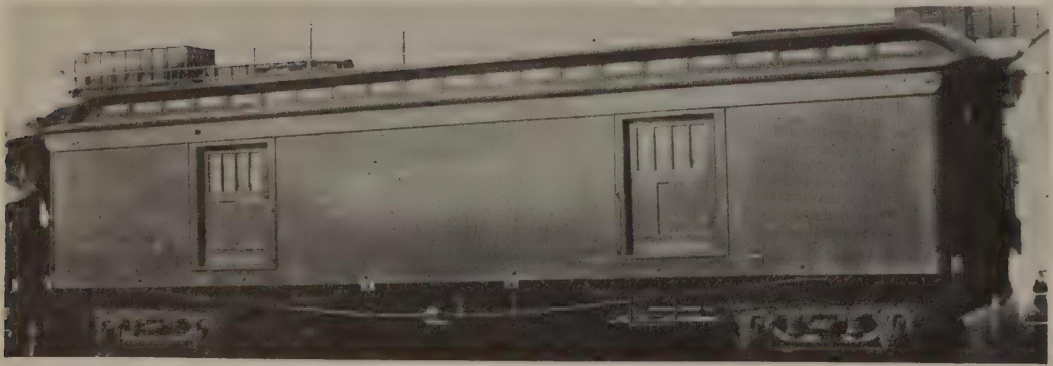


Early Wood-Vestibule Combine and Coach. C.N.J.

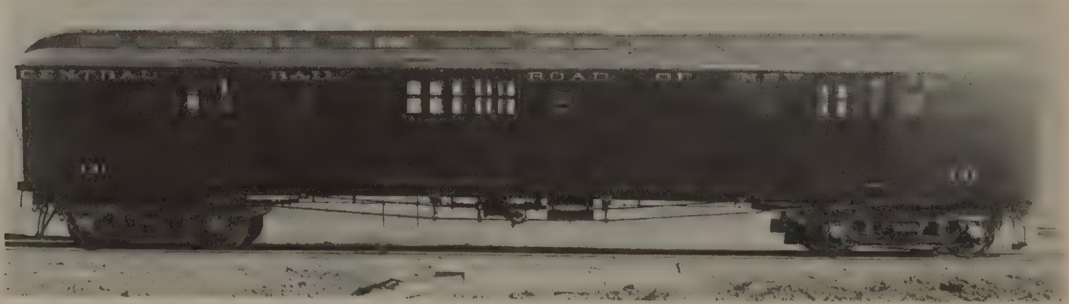


The Second Series W-V Combines had blind-baggage ends. C.N.J.

The last W-Vs had Steel Centersills. C.N.J



An early Blind Baggage. C.N.J.



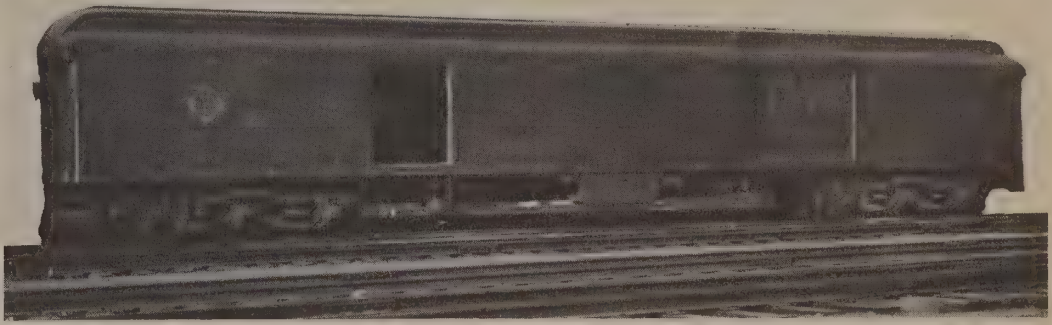
A Horse Express Car. C.N.J.

With the increasing Express business, larger cars were put in service.
C.N.J.

Steel Cars

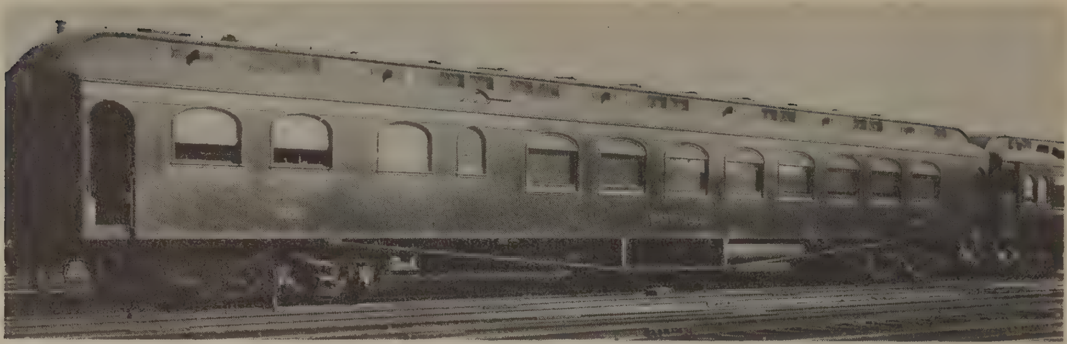
Steel Mail and Express Car. A.Q.V.

Steel Express Car. C.N.J.



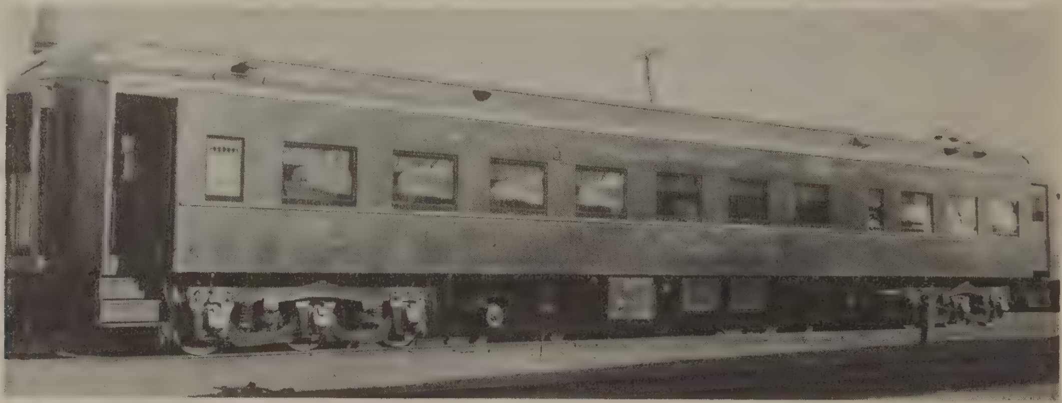
More than 400 of these coaches were built over a span of several years. Some were later modified for special services in regular or feature trains.
C.N.J.

The last 25 coaches and 5 combines were of modifield design, anticipating electrification. C.N.J.



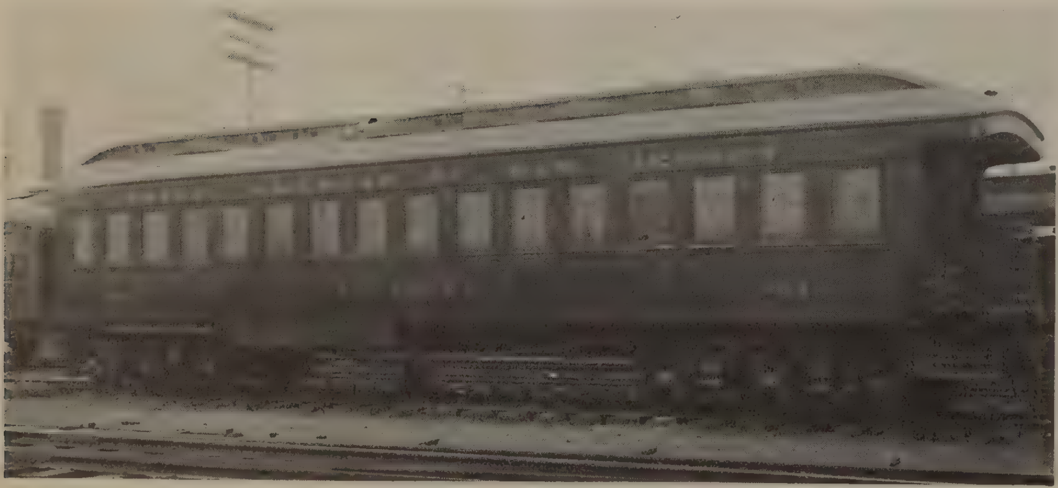
Cafe Cars built in 1905 were later renumbered 80 and 81. C.N.J.

Remodeled as a full Diner and assigned to "The Blue Comet." C.N.J.

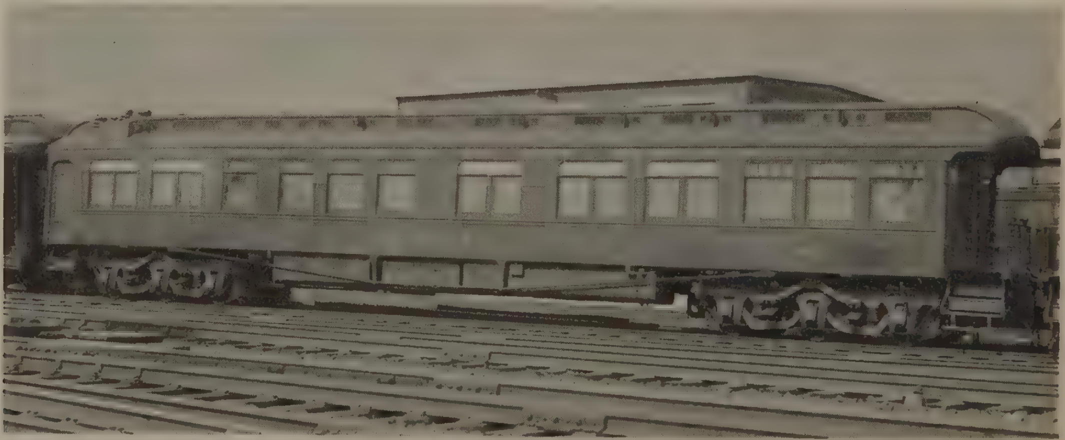


Steel Cafe Car.

Cars For Special Services

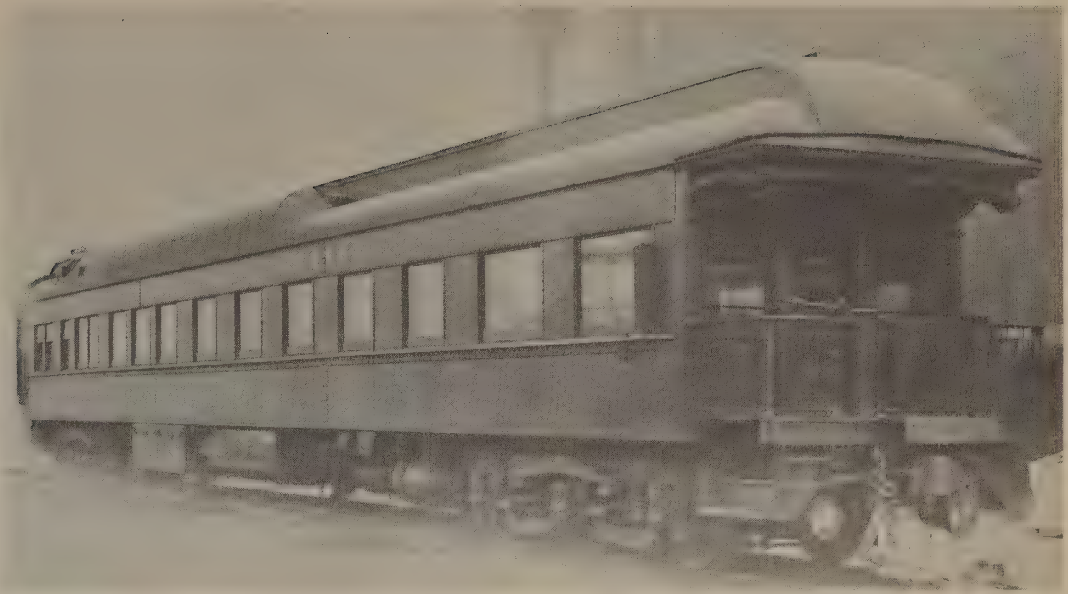


An early Official Car. C.N.J.

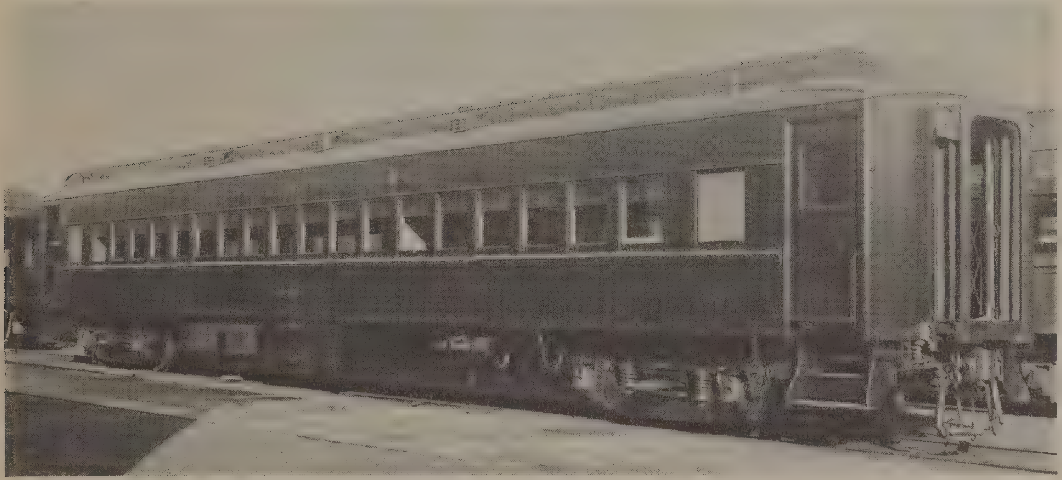


The Atlas. C.N.J.

A Steel Business Car. C.N.J.

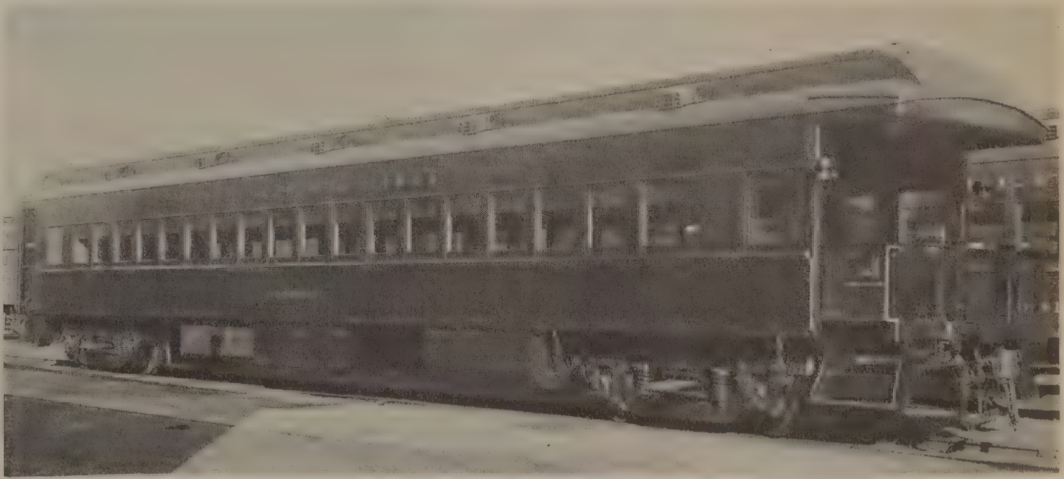


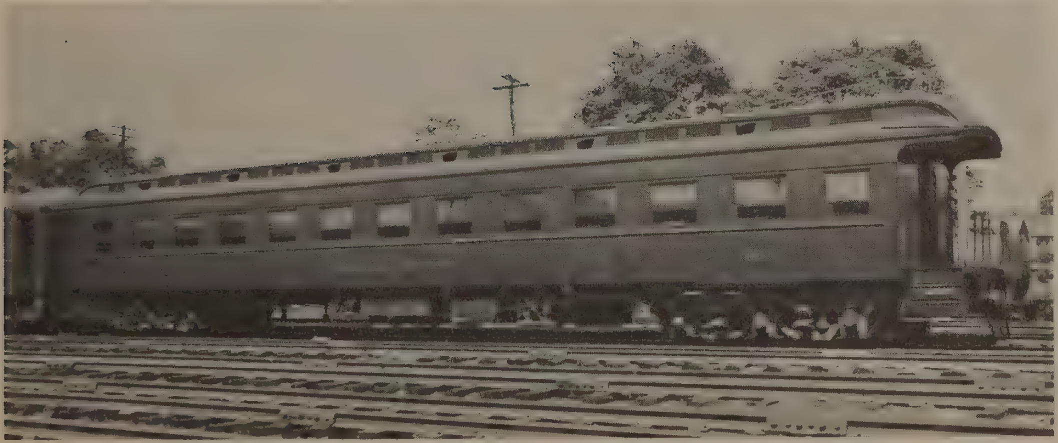
Commuter Club Cars



Club Car remodeled from a Standard Coach. C.N.J.

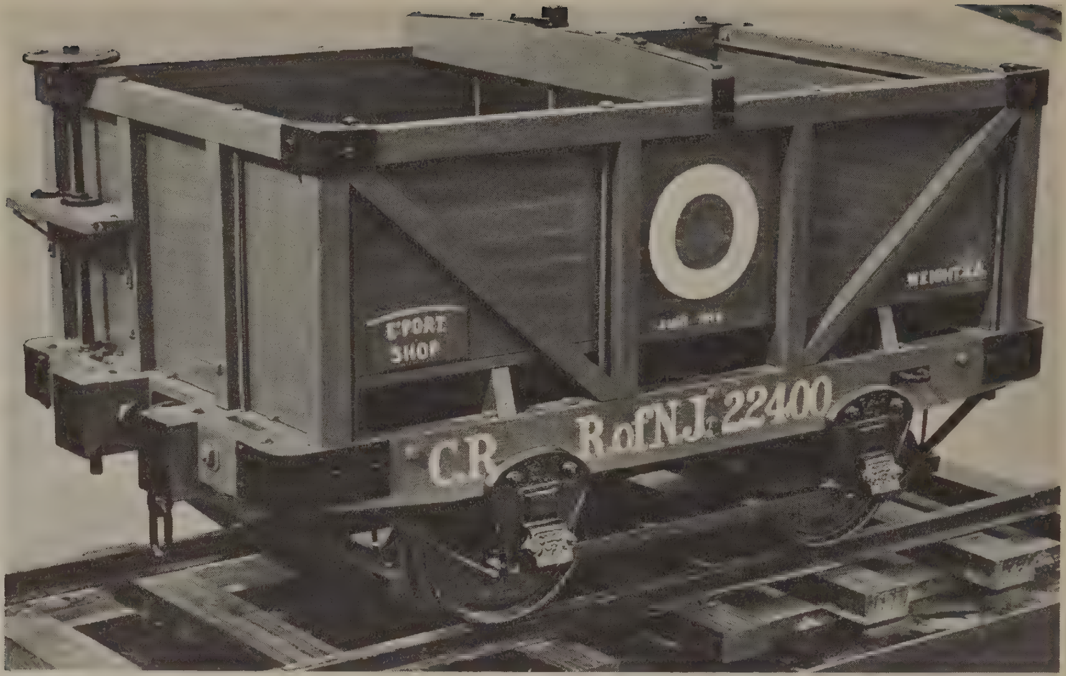
Club Car converted from Blue Comet Observation Car. C.N.J.

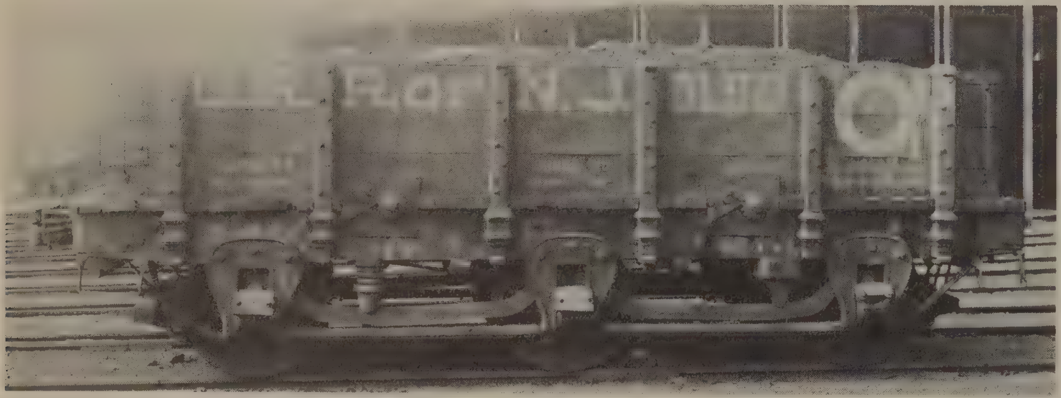




Wooden Club Car with Steel Sheating J.P.S.

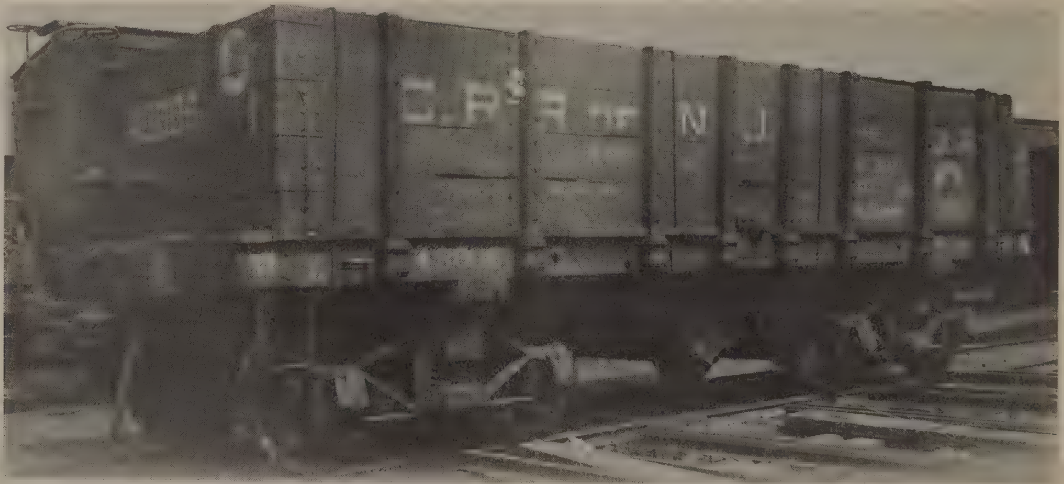
One-quarter size model of a Coal Jimmy. Sorry — No photographs of a real Jimmy have come to light. A.Q.V.

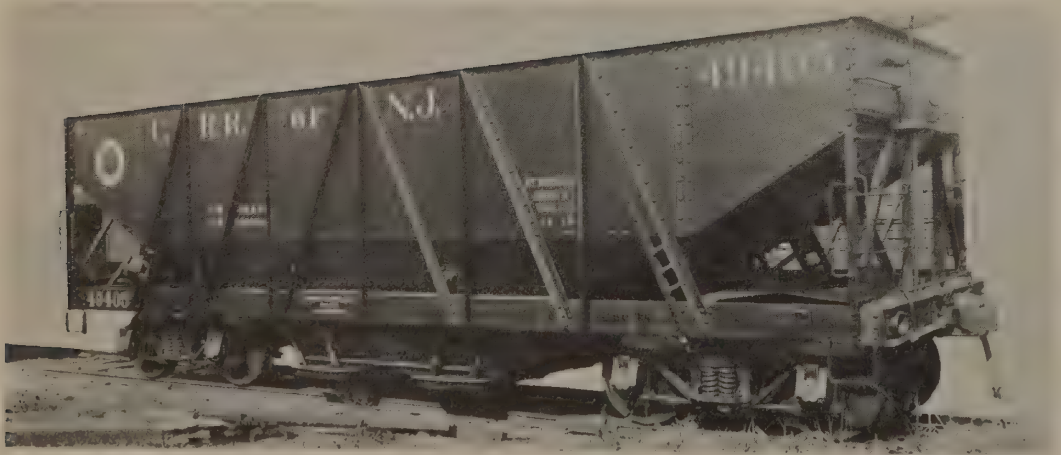




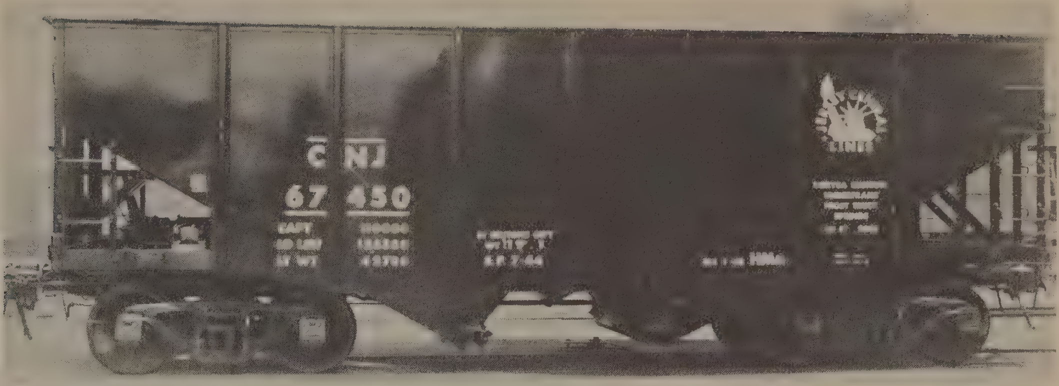
An Ore Jimmy with raised sides for ash service. C.N.J.

A Wooden Coal Hopper. C.N.J.



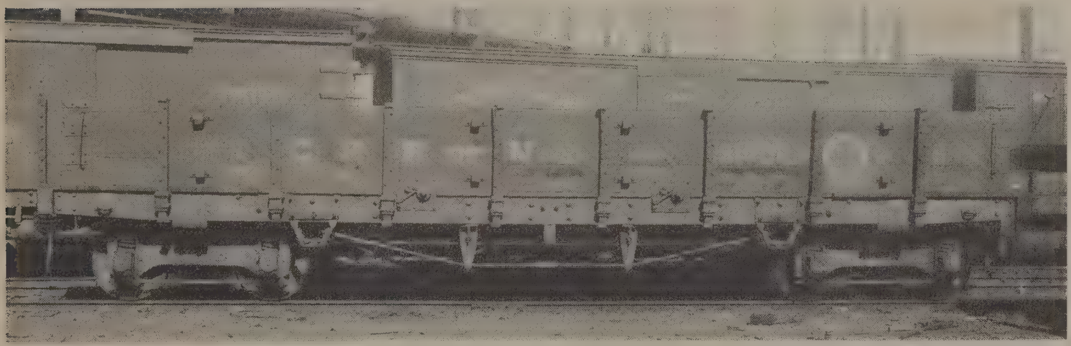


An early Steel Hopper. C.N.J.

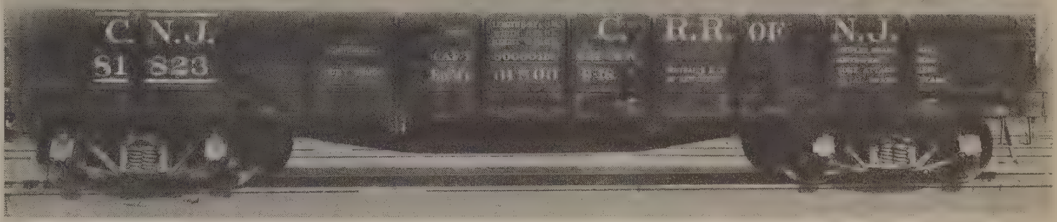


The latest Hopper Coal Car. C.N.J.

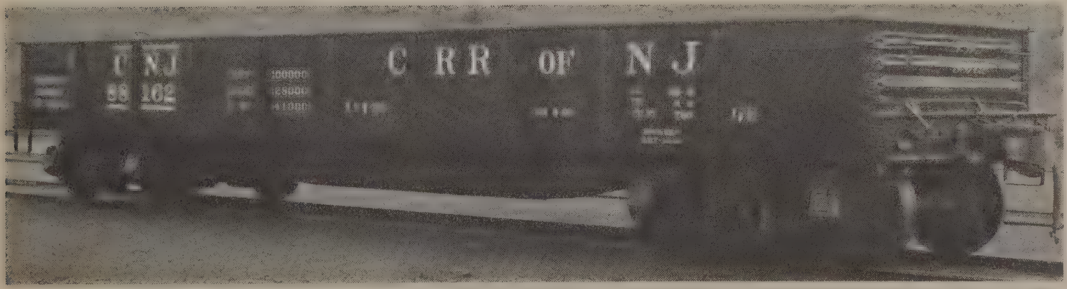
Gondolas



A Wooden Gondola. C.N.J.



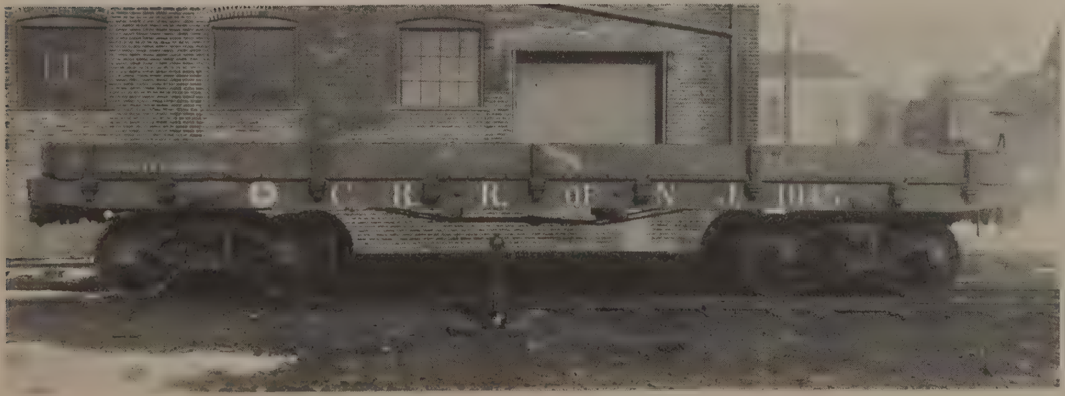
A Steel Under-frame Gondola. C.N.J.



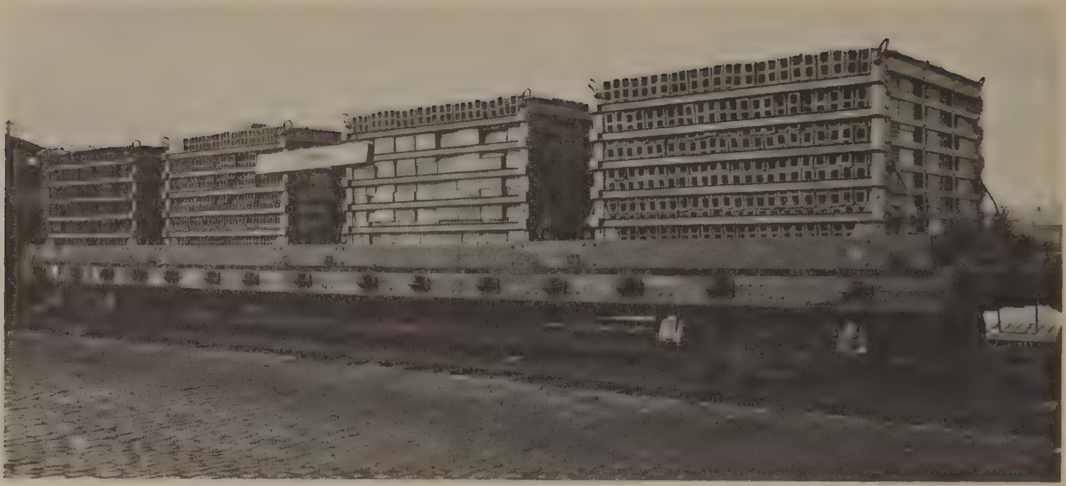
A Steel Gondola. C.N.J.

Latest Mill-Type Gondola. C.N.J.

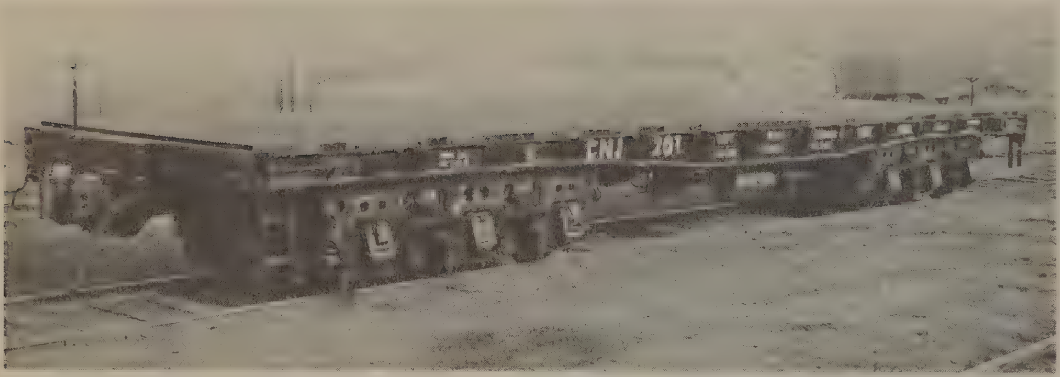
Flat Cars



Low-side Gon converted from wooden flat car. C.N.J.

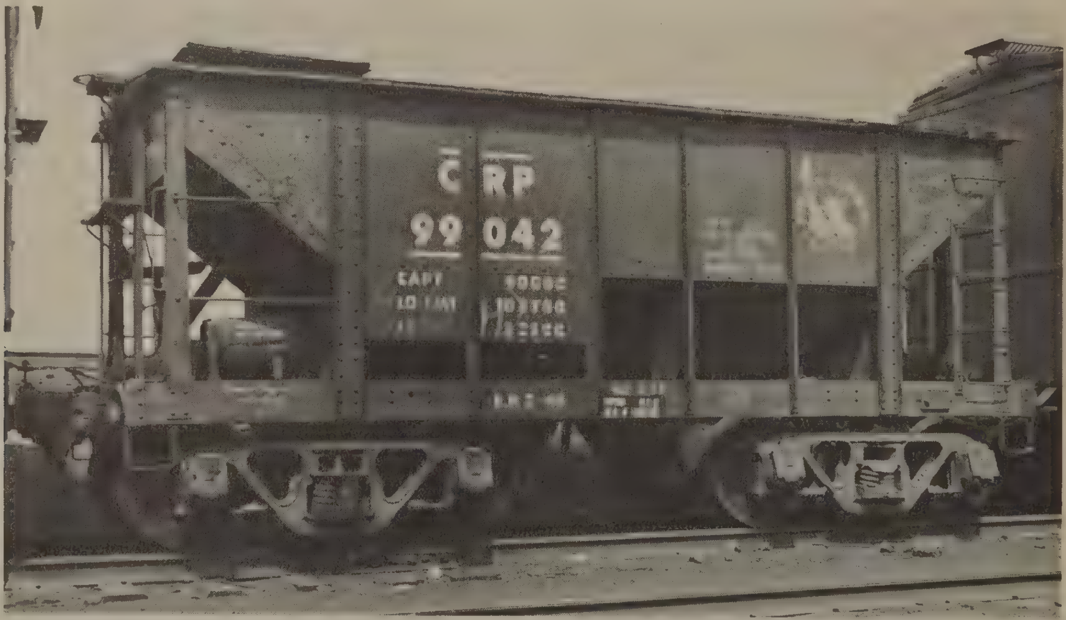


Steel Flat Car with racks for special commodities. **C.N.J.**

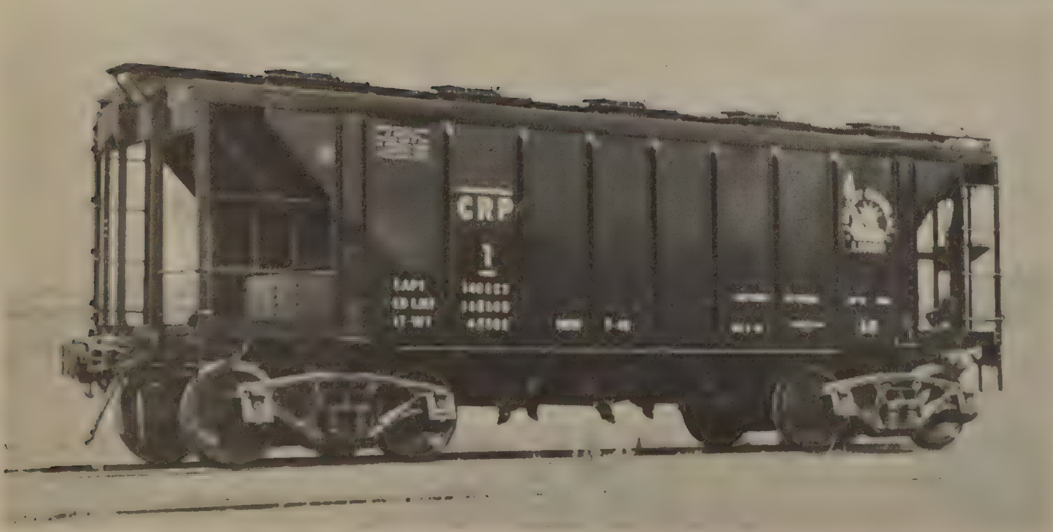


Heavy Duty Flat Car, converted from 21,000 Gallon Tender. **C.N.J.**

Covered Hopper Cars

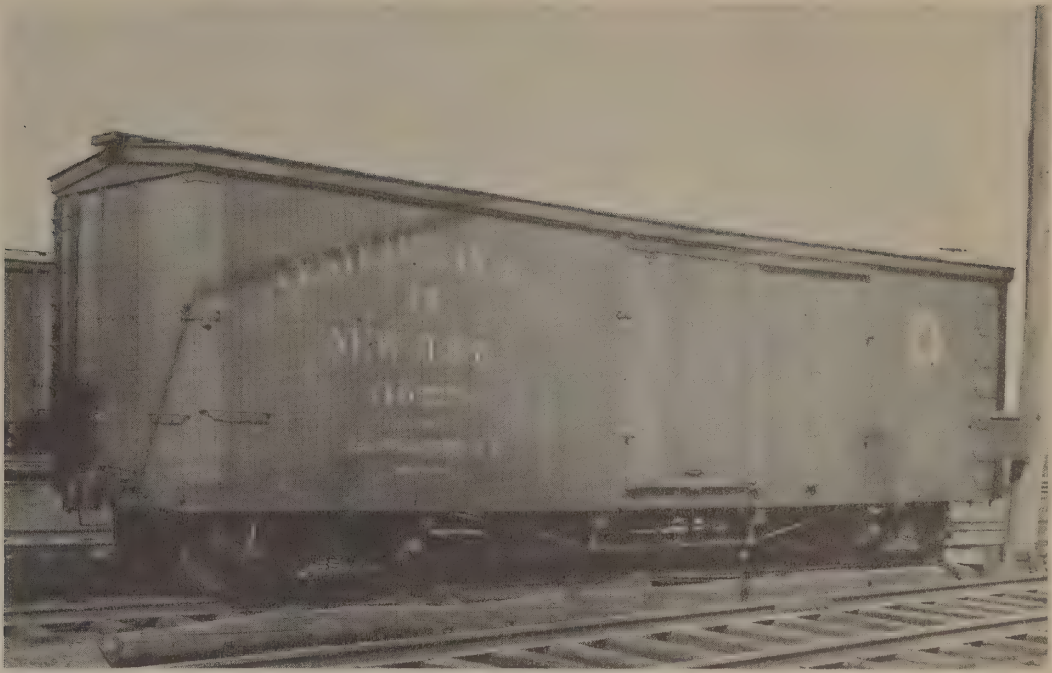


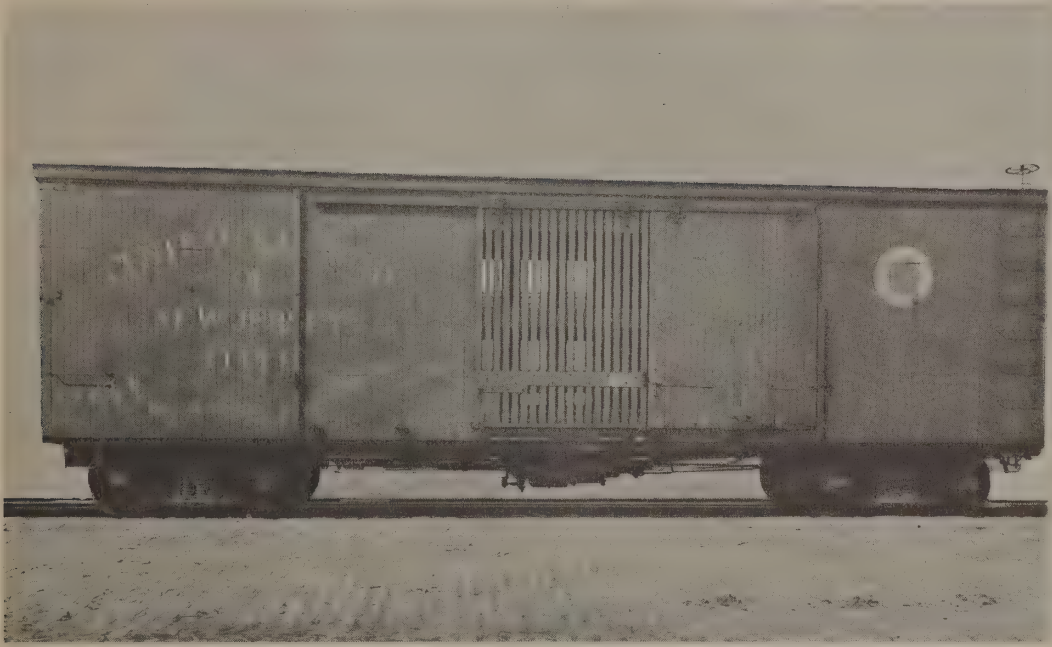
Covered Hopper Car for Ore Service. **C.N.J.**



Modern, heavy duty ore car. **A.Q.V.**

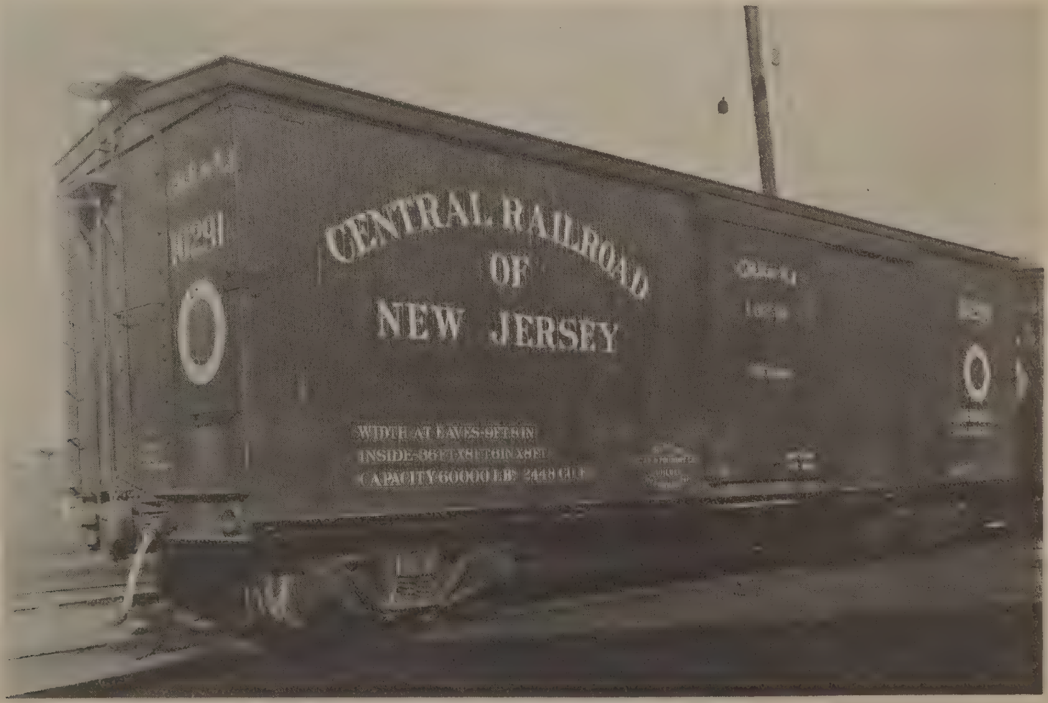
Wooden Box Car. **C.N.J.**

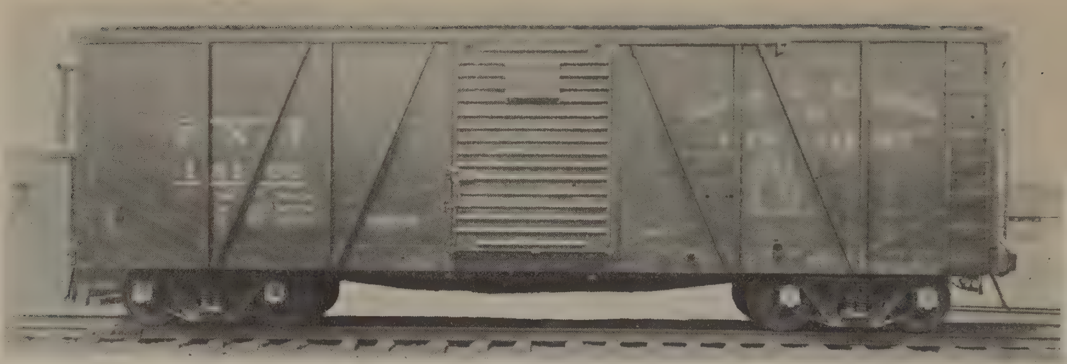




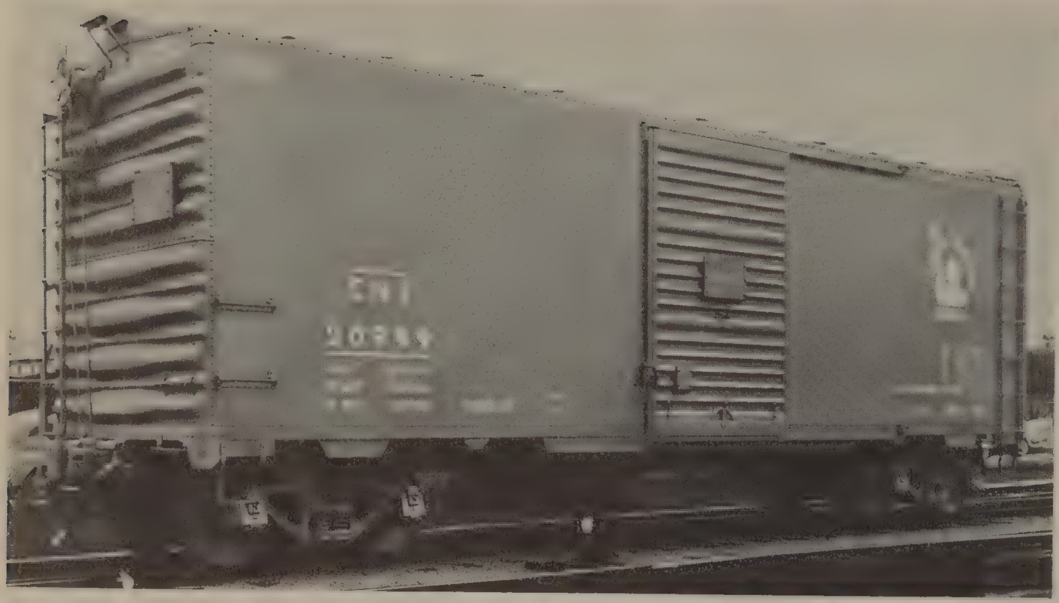
Steel Under-frame Box Car for shipments needing ventilation. **C.N.J.**

Steel Under-frame Box Car. **C.N.J.**



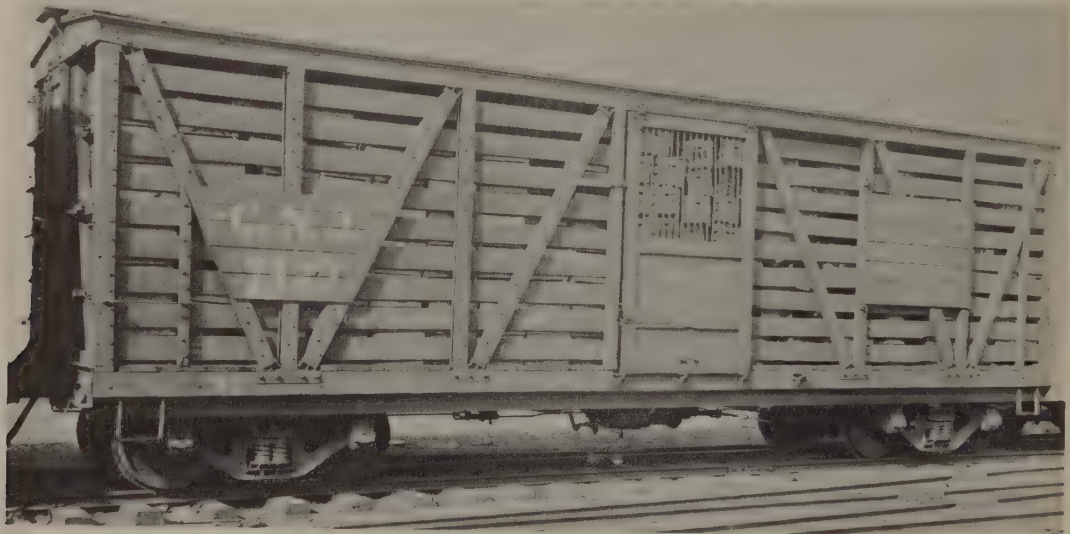


Composite Box Car. **C.N.J.**

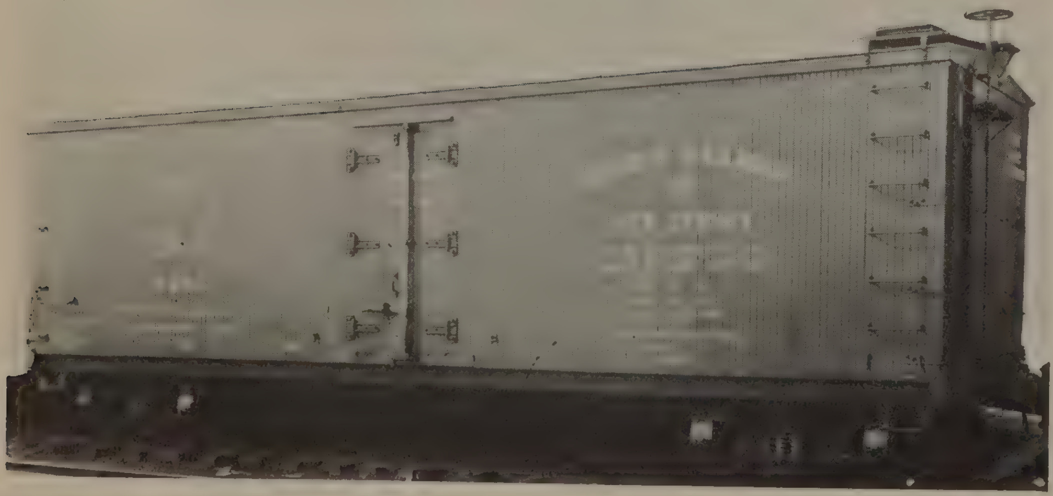


Steel Under-frame Stock Car. C.N.J.

Other House Cars

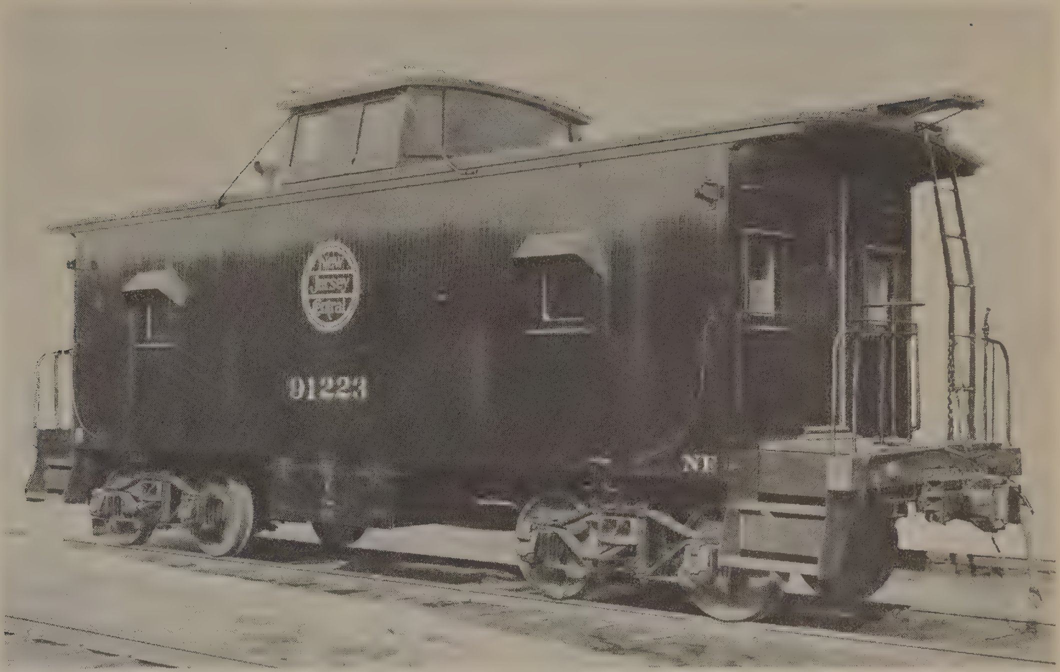


Steel Box Car. **C.N.J.**

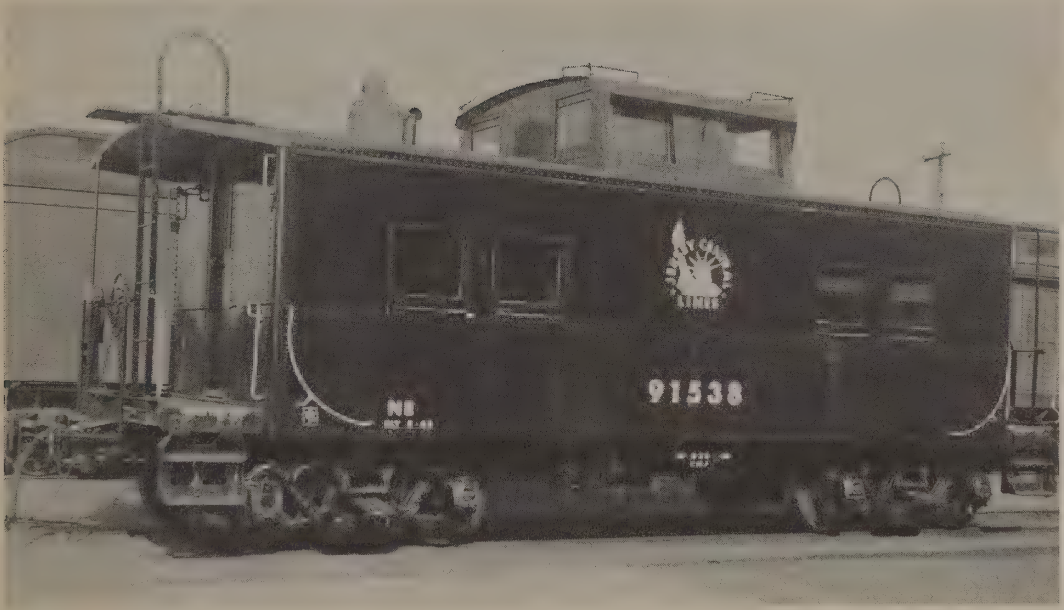


Ice Car. Refrigerators were similar, but had Ice Bunkers at ends. **C.N.J.**

Cabooses

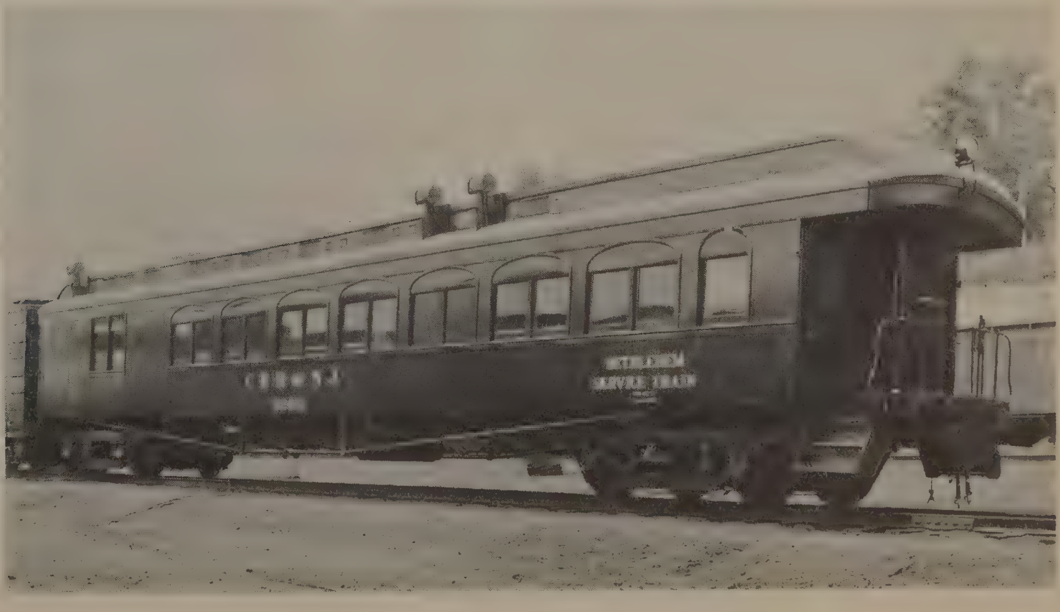


Wooden Caboose, rebuilt with steel under-frame. C.N.J.

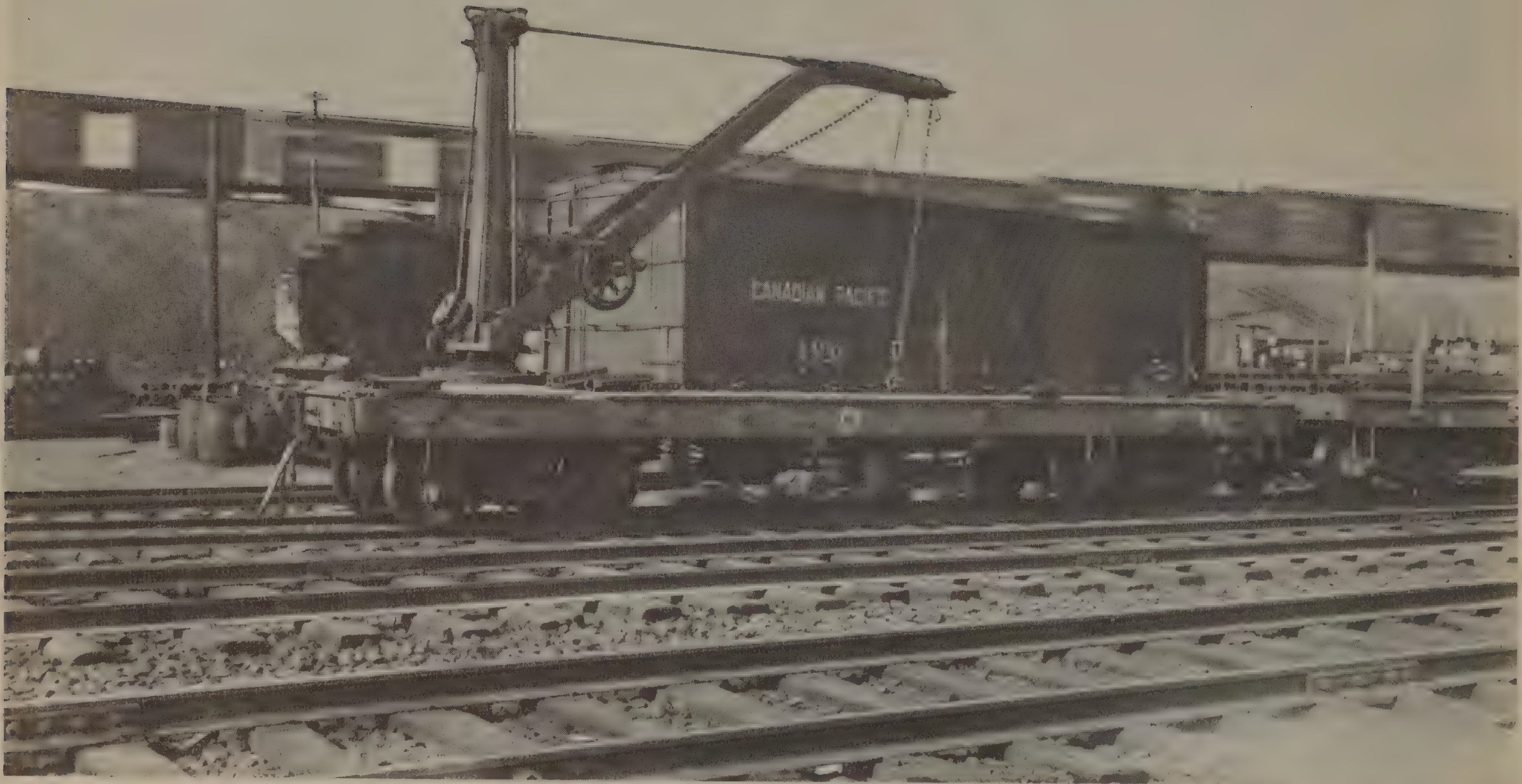


Steel Caboose. C.N.J.

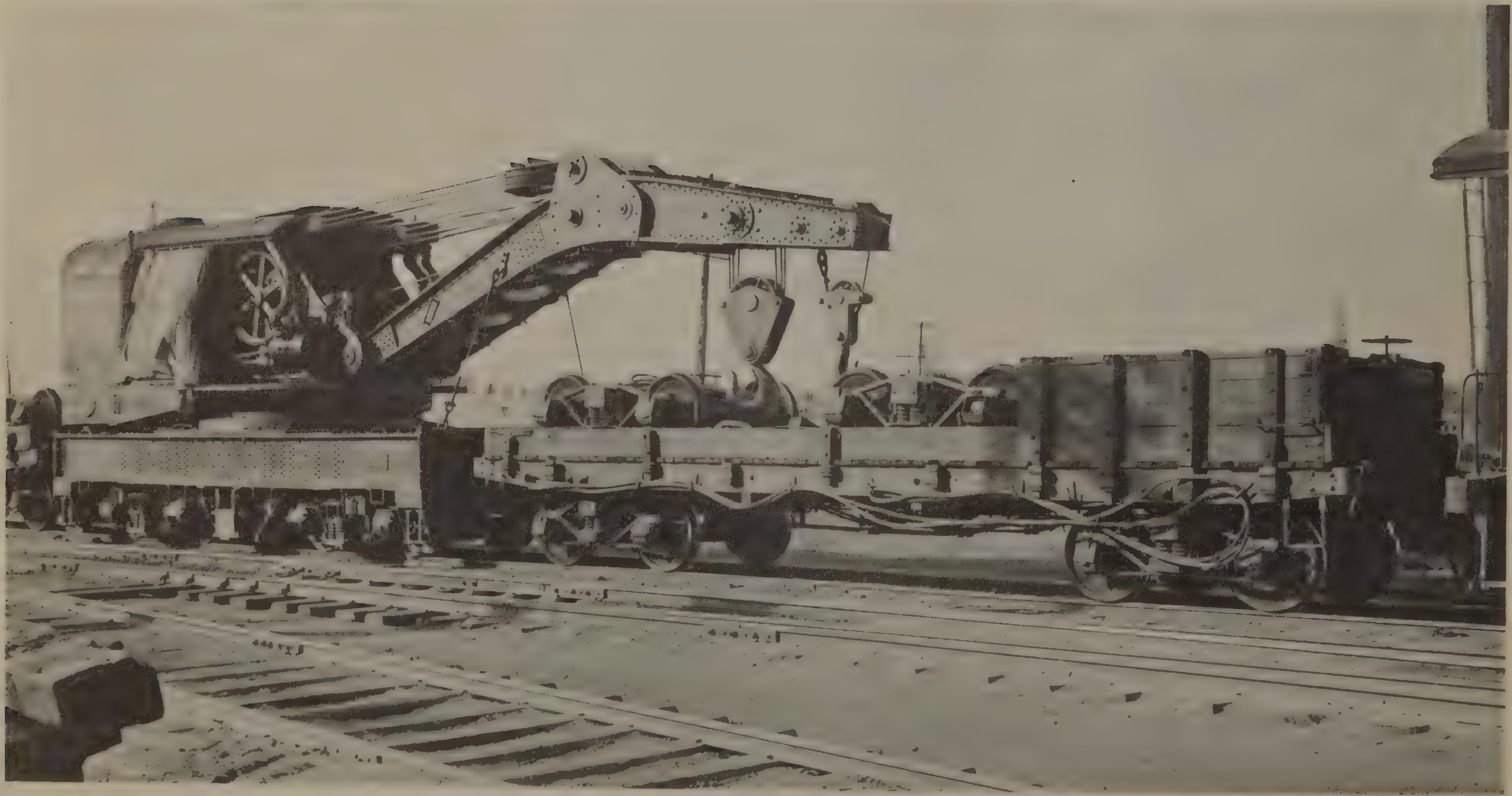
Non-Revenue Service Cars



Older Cars were converted for non-revenue service. C.N.J.



Early Wrecking Cranes used the locomotive's power for lifting, through ropes and pulleys. C.N.J.



Steam Wrecking Crane. C.N.J.

SECTION 6: MARINE OPERATIONS

The earliest marine operation to become a part of the Jersey Central was the Elizabethport and New York Ferry. This pre-dated the rail operation and then became the New York connection of the Elizabethtown and Sommerville R.R. This service continued until some time after the Jersey Central rail service was extended to Jersey City in 1864 at which time the old Communipaw Ferry was re-activated with new equipment to meet the new rail-head. This operation continues today although its future is uncertain. Current planning will likely provide an all-rail route in the near future.

Soon after the Communipaw Terminal opened, freight service also was provided across New York harbor. Carfloat service started in 1867 and lighterage began at about the same time. A coastal collier service was operated to New England ports for many years. This was a principal route for anthracite to the New England users.

The Poughkeepsie Bridge and other gateway routes have replaced this service and have developed into general freight lines. The Jersey Central is a part of these newer routes via its connections with the Lehigh and Hudson River R.R. and the Delaware and Hudson R.R. However, New York City, Long Island, and the nearby cities of New England still send and receive a large freight tonnage via the harbor waterways. Bituminous coal moves this way for the generation of electricity and gas in the cities.

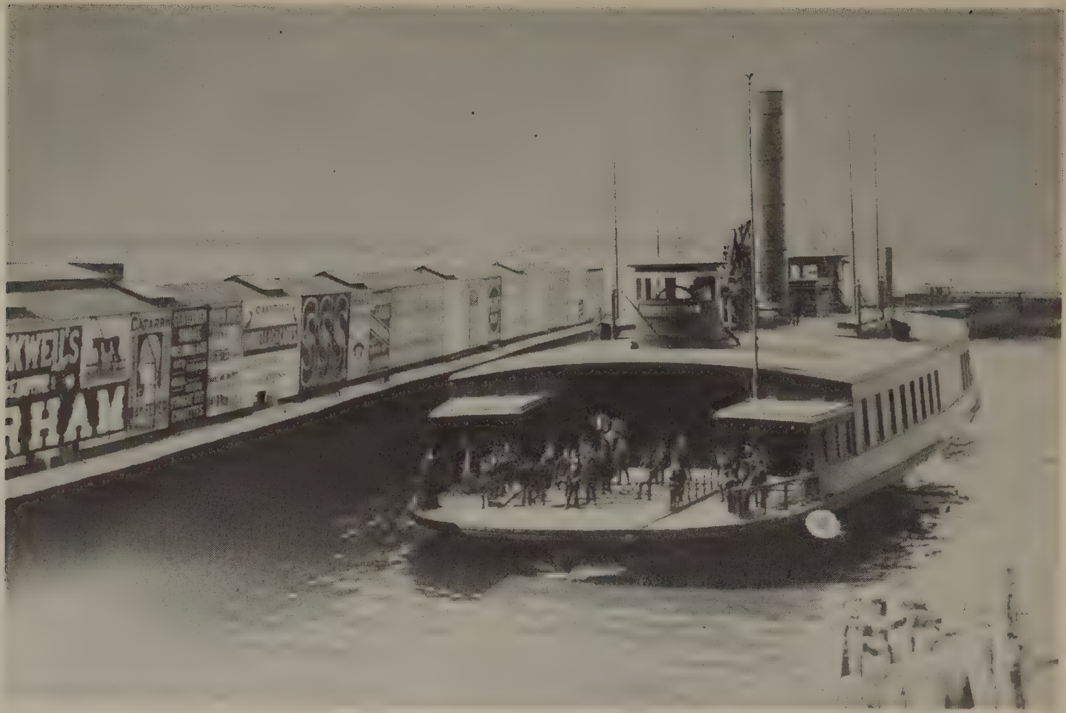
The South Jersey roads reached New York by steamer connections across Raritan Bay and New York harbor. The Raritan and Delaware Bay RR made connection at Port Monmouth in January, 1860. The terminal was later changed to Sandy Hook. Quite likely, the time was 1870, when the Long Branch and Sea Shore RR was completed. With the Government reservation testing cannons, the cannonballs were coming too close to boats and trains for comfort. As a result, the steamer operation, then named the Sandy Hook Route, was transferred to Atlantic Highlands Pier which, together with its rail connections, was put in service in 1892.

Vessels in these services ranged from the stately steamers of the Sandy Hook Line to lowly barges. The double-end ferryboats, as we know them, were first used when the Communipaw Ferry reopened in 1864. Many of the coastal colliers were old sailing ships refitted and hauled by seagoing tugs.

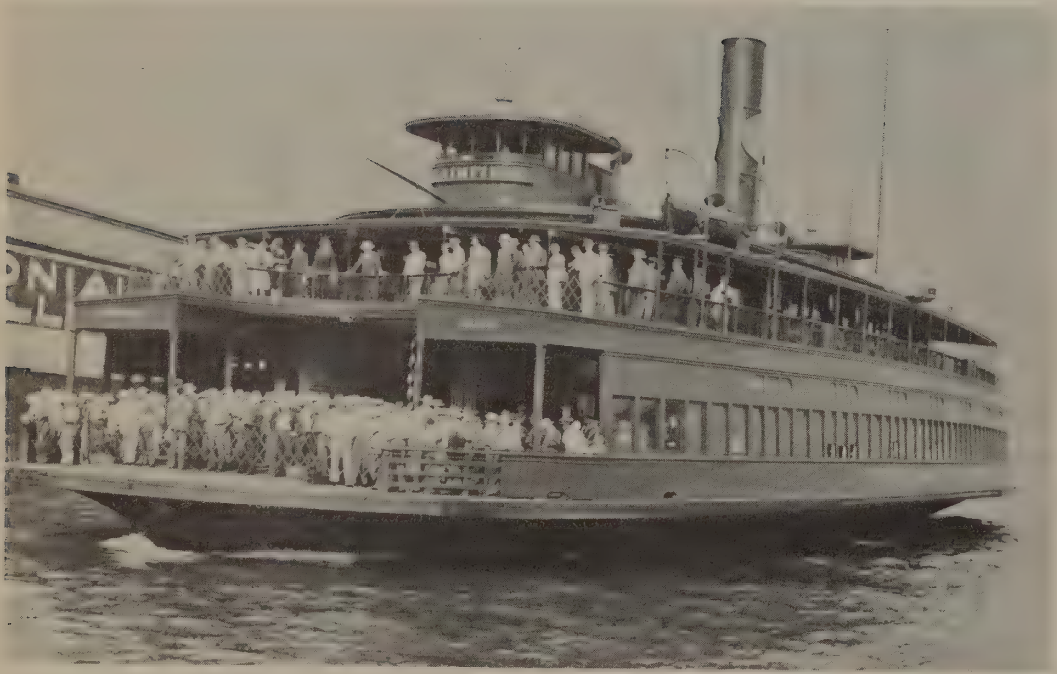
Some of the old-timers have told of a boat connection at Keyport with the railroad but the story is lacking in details. We know that Keyport was a port before the railroad came. There is no record of such an operation by the railroad or its predecessors. Therefore, the steamboat must have been a separate enterprise which, quite probably, was in operation some time before the railroad. It is therefore logical to conclude that the Freehold and New York RR was extended to Keyport Pier in September, 1881, to effect this connection.

Ferries

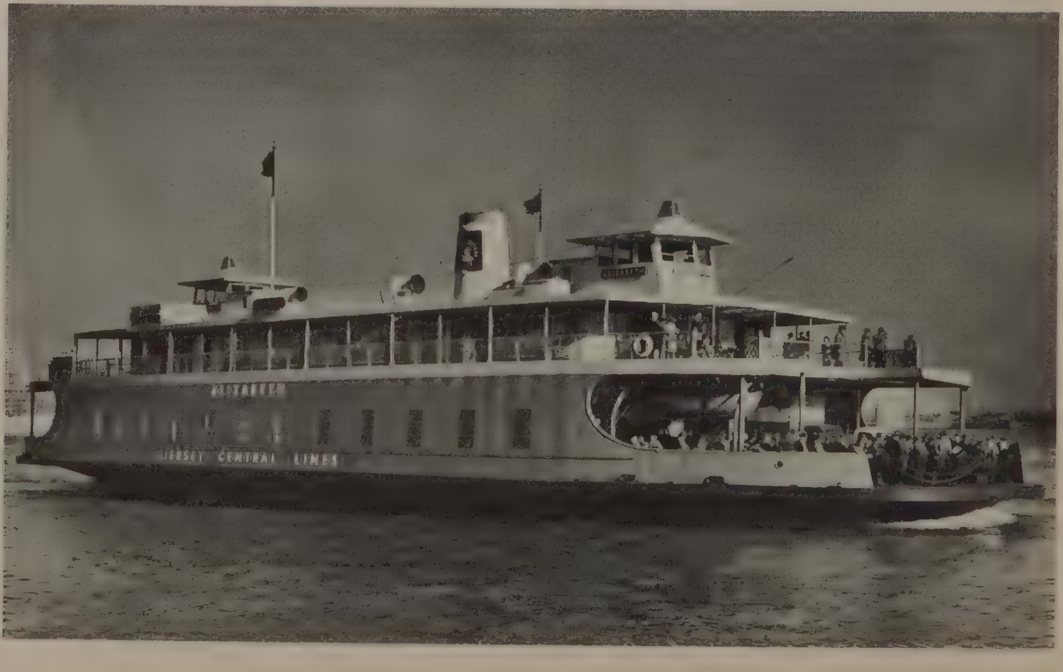
S.S. Chancellor of the Elizabethport and New York Ferry Co. 1889.



An Early Boat of the Jersey Central's Communipaw Ferry. C.N.J.



Double-Deckers have been used since 1912. C.N.J.



Modernly rebuilt after a disasterous fire. C.N.J.

A Famous Boat in the early days. C.N.J.

S.S. Monmouth of the Sandy Hook Line. C.N.J.

S.S. Sandy Hook was rebuilt after partial destruction by fire. J.P.S.

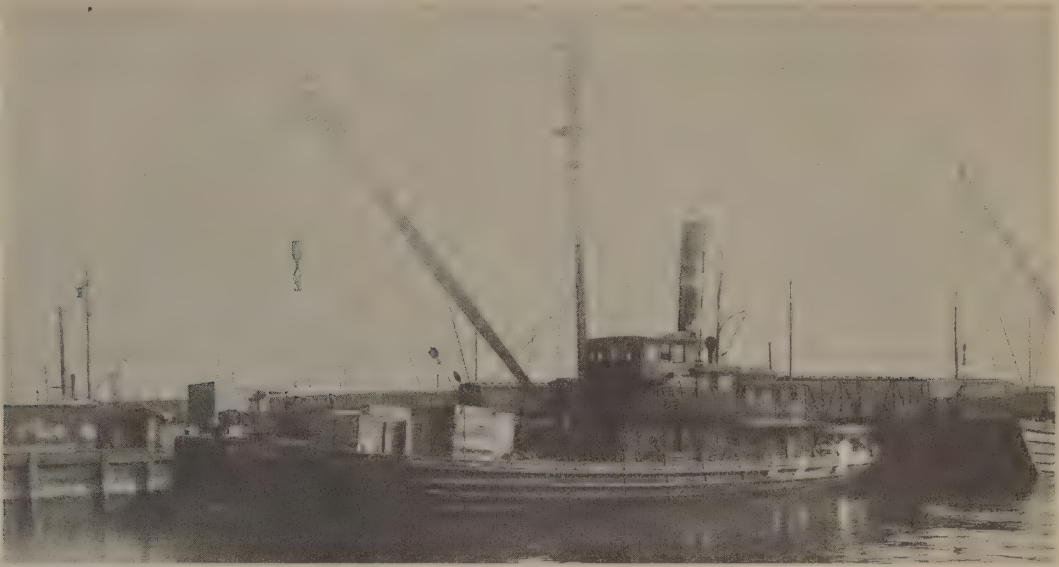
An early Tug Boat. **C.N.J.**

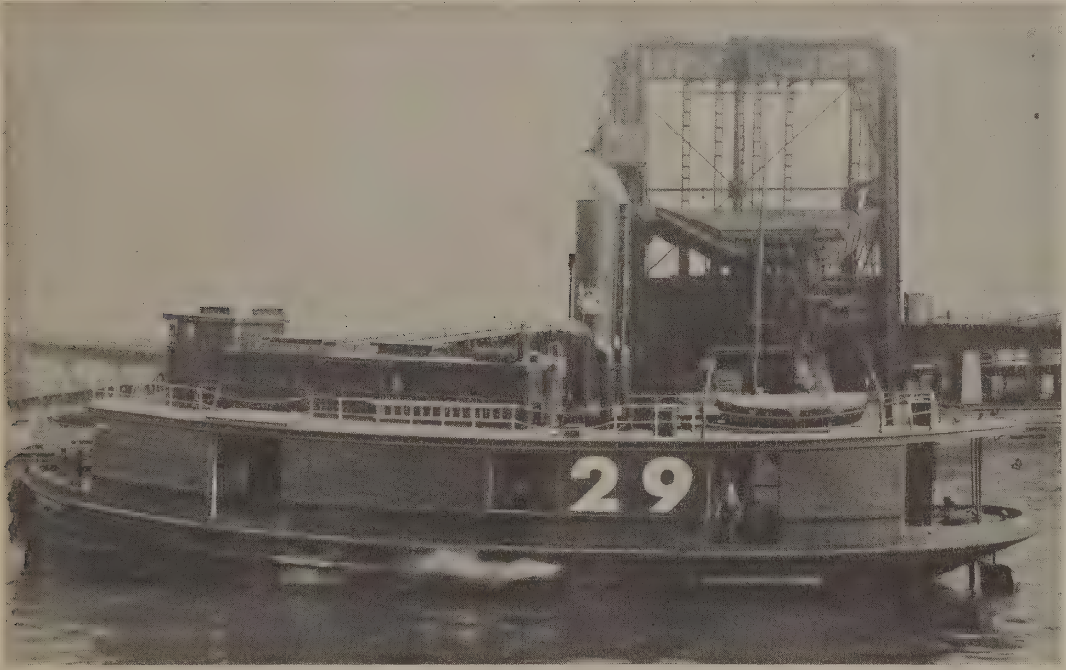
A Sea-Going Tug for Coastal Service. **C.N.J.**

A Harbor Tug. **C.N.J.**

A Modern Diesel Tug. **A.Q.V.**

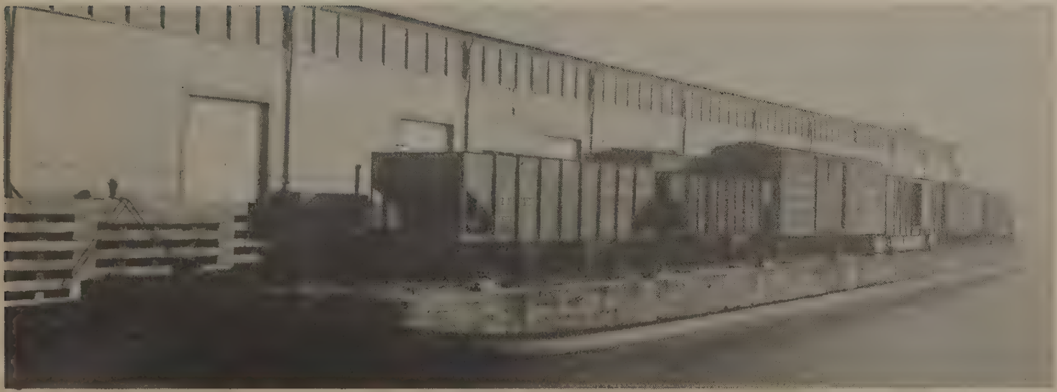
Steam Lighter. **C.N.J.**





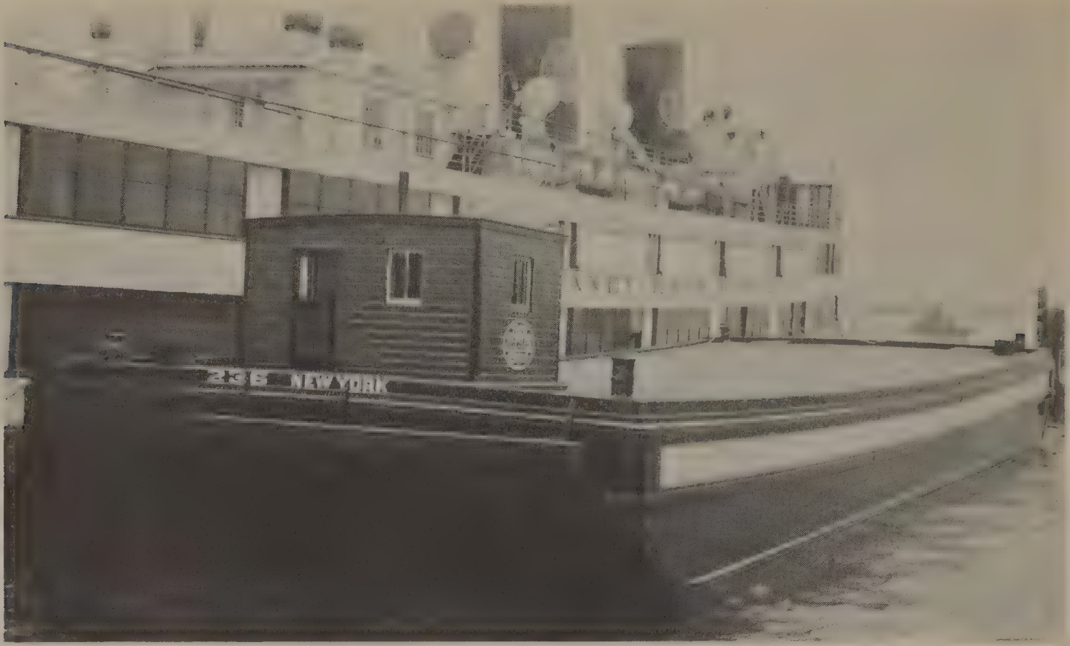
Lighter at Coal Dumper, Pier 18, Jersey City. **C.N.J.**

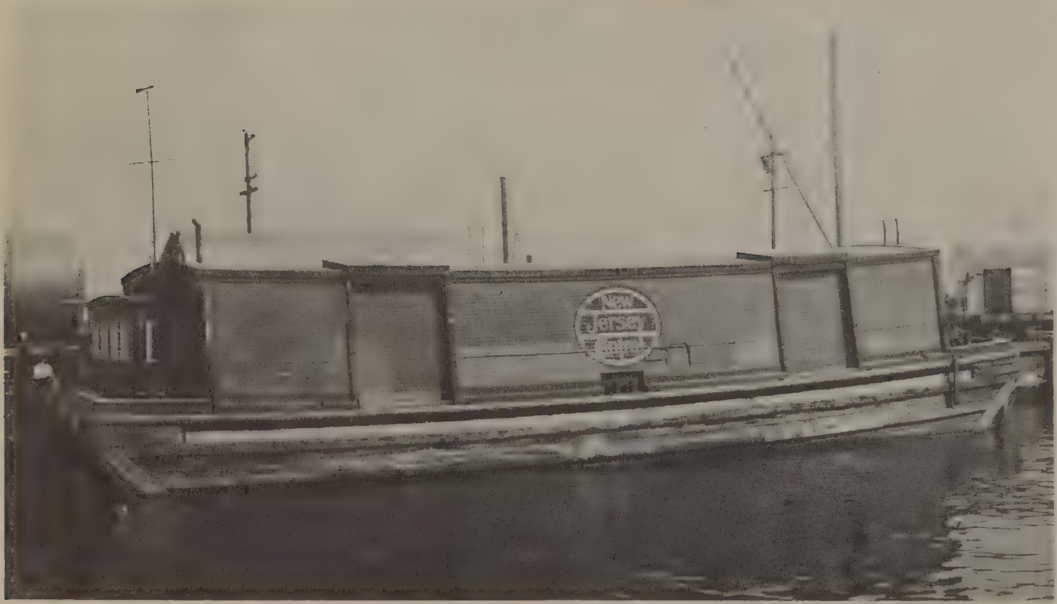
Wooden Car Float. **C.N.J.**



Steel Car Float. **C.N.J.**

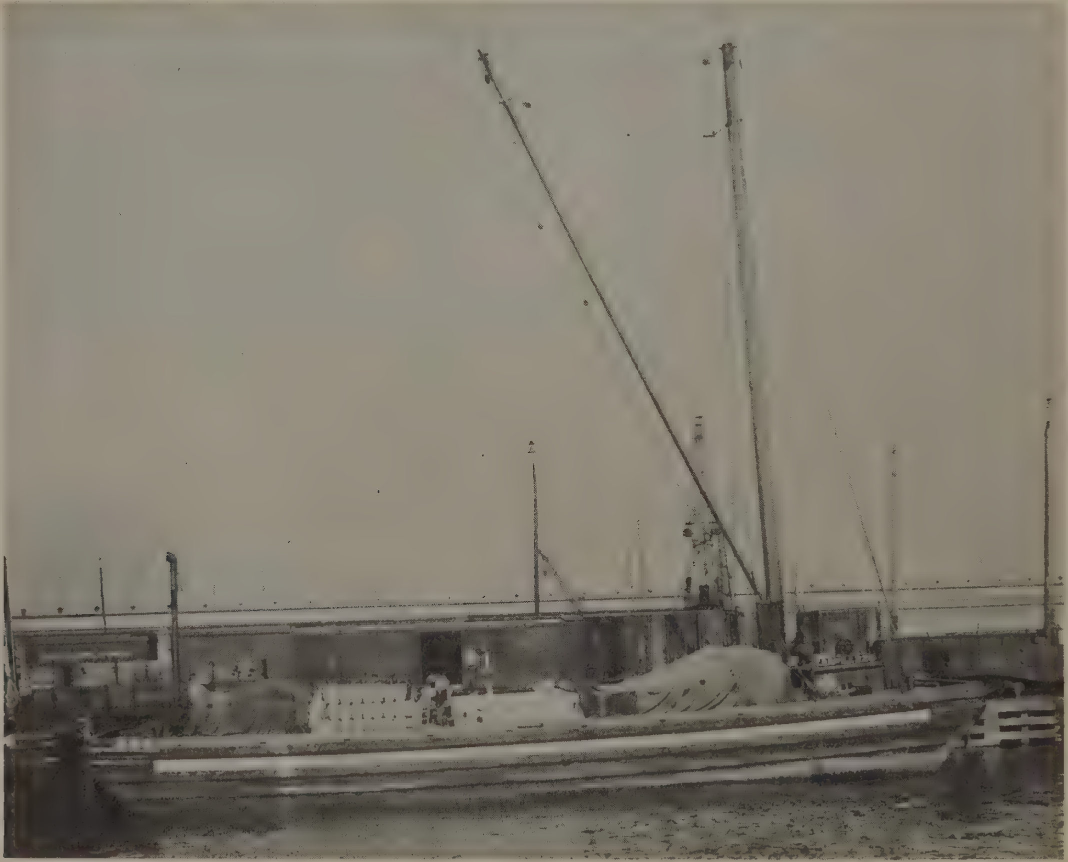
Scow. **C.N.J.**



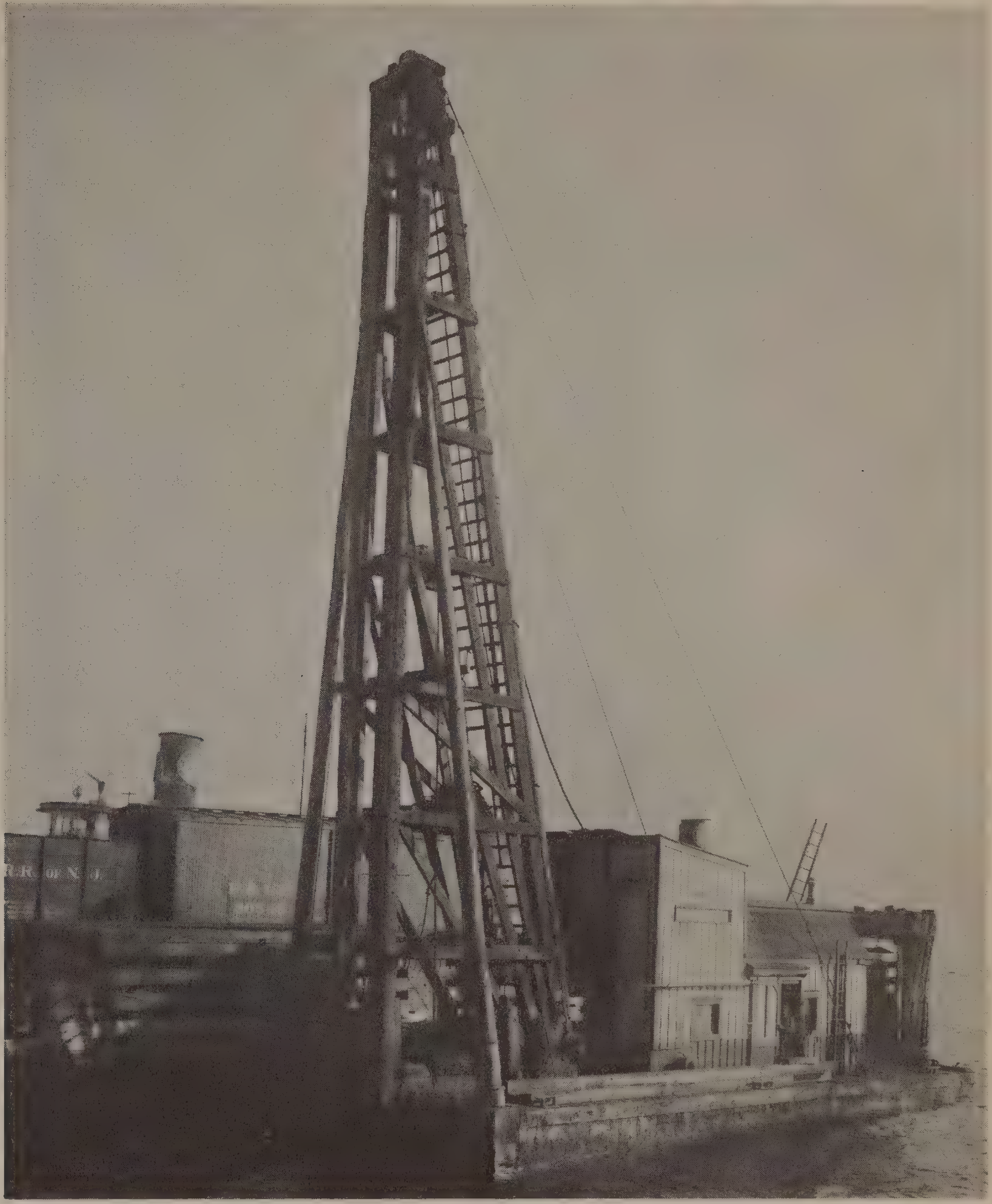


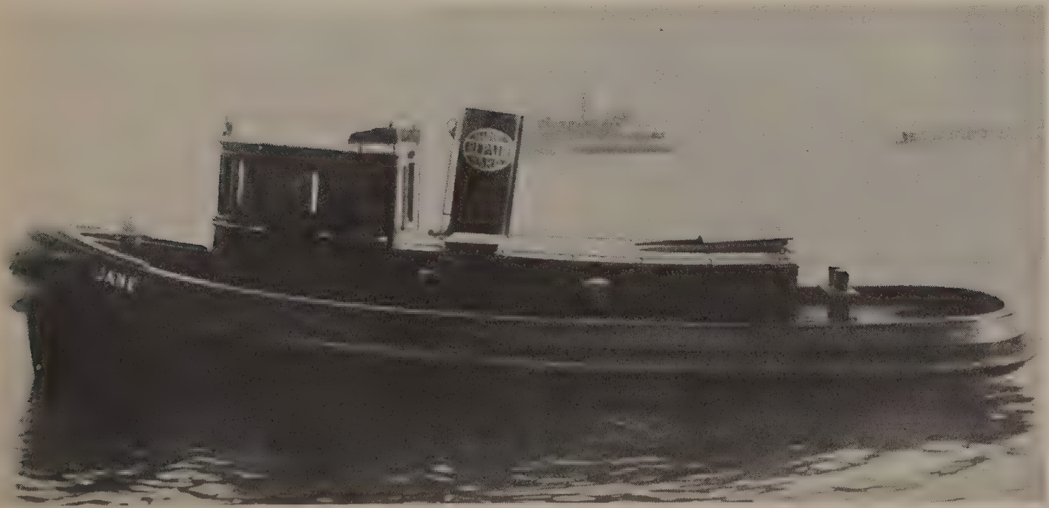
Covered Barge. **C.N.J.**

Derrick Scow. **C.N.J.**



Pile Driver





Small Tug used at the Marine Repair Yard. C.N.J.

APPENDIX

The following index shows the corporate names and dates of incorporation under which the several segments of the Jersey Central were built, how and when transferred. Each Title is numbered for easy reference in column under Succession.

No.	Name	Inc. Date
1.	The Central Railroad Company of New Jersey.	See 2
2.	The Somerville and Easton Railroad Company.	Feb. 26, 1831
3.	The Elizabethtown and Somerville Railroad.	Feb. 9, 1831
4.	The Perth Amboy and Elizabethport Railroad Company.	Mar. 30, 1869
5.	The Newark and New York Railroad Company.	Mar. 1, 1866
6.	The Constables' Hook Railroad Company.	Jun. 15, 1882
7.	The Manufacturers' Railroad Company.	Apr. 2, 1873
8.	The High Bridge Railroad Company.	Mar. 22, 1872
9.	The Longwood Valley Railroad Company.	Apr. 3, 1867
10.	The Lake Hopatcong Railroad Company.	Jan. 19, 1882
11.	The South Branch Railroad Company.	Mar. 14, 1861
12.	The Buena Vista Railroad Company.	Jul. 20, 1889
13.	The Carteret and Sewaren Railroad.	Dec. 6, 1890
14.	The Carteret Extension Railroad Company.	Jan. 5, 1889
15.	Cumberland and Maurice River Railroad Company.	Mar. 25, 1875
16.	Bridgeton and Port Norris Railroad Company.	Mar. 27, 1866
17.	Cumberland and Maurice River Extension Railroad Company.	Jan. 13, 1887
18.	The Elizabeth Extension Railroad Company.	May 29, 1889
19.	The Freehold and Atlantic Highlands Railroad.	Jan. 23, 1890
20.	The Atlantic Highlands Railroad Company.	May 13, 1889
21.	The New York and Atlantic Highlands Railroad Company.	Apr. 21, 1890
22.	The Freehold and Keyport Railroad Company.	Jan. 10, 1890
23.	The Keyport Railroad Company.	Nov. 23, 1888
24.	The Freehold and New York Railroad Company.	Dec. 1, 1888
25.	The Freehold and New York Railway Company.	Jun. 29, 1877
26.	The Monmouth County Agricultural Railroad Company.	Apr. 5, 1867
27.	The Lafayette Railroad Company.	Jun. 11, 1889
28.	The Manufacturers Extension Railroad Company.	Feb. 12, 1889
29.	The Middlebrook Railroad Company.	Feb. 1, 1899
30.	The Middle Valley Railroad Company.	May 26, 1897
31.	The Navesink Railroad Company.	Oct. 7, 1891
32.	The New Jersey Southern Railway Company.	Jul. 30, 1879
33.	The New Jersey Southern Railroad Company.	See 35
34.	Long Branch and Sea Shore Railroad Company.	Mar. 20, 1863
35.	Raritan and Delaware Bay Railroad Company (1869).	Sep. 18, 1869
36.	The Raritan and Delaware Bay Railroad.	Mar. 3, 1854
37.	New Jersey Terminal Railroad Company.	Oct. 17, 1901
38.	The Passaic River Extension Railroad Company.	Jul. 8, 1890
39.	The Raritan North Shore Railroad Company.	Jun. 20, 1890
40.	The Sound Shore Railroad Company.	Oct. 26, 1894
41.	The Toms River Railroad Company.	Sep. 20, 1881
42.	The Toms River and Barnegat Railroad Company.	Jan. 26, 1893
43.	Ralph B. Gowdy and others — Acquired as individuals.	Aug. 30, 1873
44.	Toms River and Waretown Railroad Company.	Mar. 17, 1870
45.	The Vineland Railroad Company.	Apr. 20, 1877
46.	The Vineland Railway Company.	Mar. 14, 1887
47.	The Vineland Branch Railroad Company.	Feb. 18, 1909
48.	The West End Railroad Company.	Apr. 29, 1878
49.	The West Side Connecting Railroad Company.	Jan. 16, 1889

Succession

2. Name changed to 1, Apr. 1, 1849.
3. Conveyed to 2, Apr. 1, 1849.
4. Conveyed to 1, Sep. 30, 1873.
5. Merged into 1, Oct. 10, 1873.
6. Merged into 1, Dec. 5, 1887.
7. Merged into 1, Dec. 5, 1887.
8. Merged into 1, Dec. 29, 1887.
9. Merged into 1, Dec. 30, 1887.
10. Merged into 1, Dec. 31, 1887.
11. Merged into 1, Dec. 15, 1888.
12. Merged into 1, Oct. 16, 1917.
13. Merged into 1, Oct. 16, 1917.
14. Merged into 1, Oct. 16, 1917.
15. Merged into 1, Oct. 16, 1917.
16. Sold at foreclosure, Nov. 30, 1878 and conveyed to 15, Jan.3, 1879.
17. Merged into 1, Oct. 16, 1917.
18. Merged into 1, Oct. 16, 1917.
19. Merged into 1, Oct. 16, 1917.
20. Consolidated Jan. 23, 1890, with 22 to form 19.
21. Sold at foreclosure Dec. 1889, and conveyed to 20, Jan. 8, 1890.
22. Consolidated Jan. 23, 1890, with 20, to form 19.
23. Consolidated Jan. 10, 1890, with 24, to form 22.
24. Consolidated Jan. 10, 1890, with 23, to form 22.
25. Sold at foreclosure Sept. 25, 1888. Conveyed to 24 on Nov.3, 1888.
26. Conveyed to 25, July 3, 1877.
27. Merged into 1, Oct. 16, 1917.
28. Merged into 1, Oct. 16, 1917.
29. Merged into 1, Oct. 16, 1917.
30. Merged into 1, Oct. 16, 1917.
31. Merged into 1, Oct. 16, 1917.
32. Merged into 1, Oct. 16, 1917.
33. Sold at foreclosure Mar. 31, 1879, conveyed to 32, July 15, 1879.
34. Sold at foreclosure Mar. 31, 1879, conveyed to 32, July 15, 1879.
35. Named changed to 33, Feb. 16, 1870.
36. Sold at foreclosure Sept. 14, 1869; Reorganized on same dateas 34.
37. Merged into 1, Oct. 16, 1917.
38. Merged into 1, Oct. 16, 1917.
39. Merged into 1, Oct. 16, 1917.
40. Merged into 1, Oct. 16, 1917.
41. Merged into 1, Oct. 16, 1917.
42. Merged into 1, Oct. 16, 1917.
43. Conveyed to 42, Jan. 27, 1893.
44. Sold at foreclosure Aug. 30, 1873, and conveyed to 43; conveyed by 43 to 42 Jan. 27, 1893.
45. Merged into 1, Oct. 16, 1917.
46. Sold at foreclosure July 2, 1873, and conveyed to 45, Mar.23, 1880.
47. Merged into 1, Oct. 16, 1917.
48. Merged into 1, Oct. 16, 1917.
49. Merged into 1, Oct. 16, 1917.

CREDITS

Much of the research, used here, was done by my late friend and co-ordinator, Arthur E. Owen, Jr. His collected material, notes and photographs were given to me by Mrs. Owen, Sr., for use in this publication and other similar work. To say that I miss his help in preparing this book is, at best, a gross understatement.

The text is taken from ICC Valuation Docket of CNJ properties, CNJ Annual Reports and Pamphlets and from Mr. Owen's well-kept notes.

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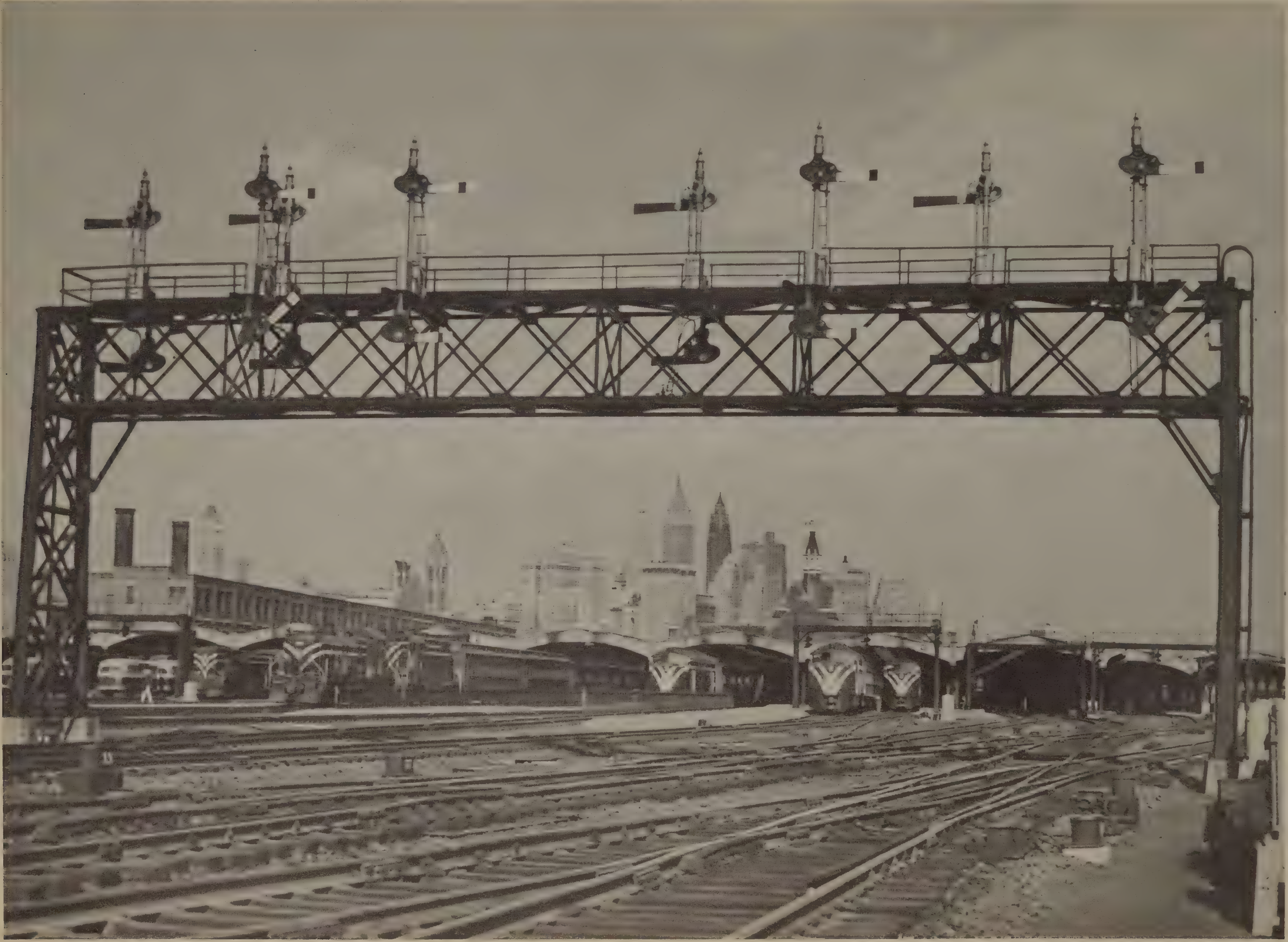
Three dates are given by various sources for the formation of The Central Railroad Company of New Jersey, Feb. 22, Apr. 1, and Apr. 23, 1849. We accept Apr. 1 as the date of legislative authorization and Apr. 23, as the time of corporate enactment from the former name of Sommerville and Easton RR.

Notes

Current events, just at press time, make it necessary to up-date some statements in the foregoing text.

Effective July 1, 1963, Mail service on the Reading RR was discontinued, further curtailing joint services with the Jersey Central.

Currently two Commuters from Philadelphia to New York and return and one in the opposite direction continue to run. The New York-Allentown operation is all that remains of the Harrisburg-Queen service. The Mail no longer runs between Philadelphia and Utica. The Jersey Central is now freight only west of Allentown, which leaves Wilkes-Barre without rail passenger service.



Modern locomotives waiting to take the commuters home. A.Q.V.

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